



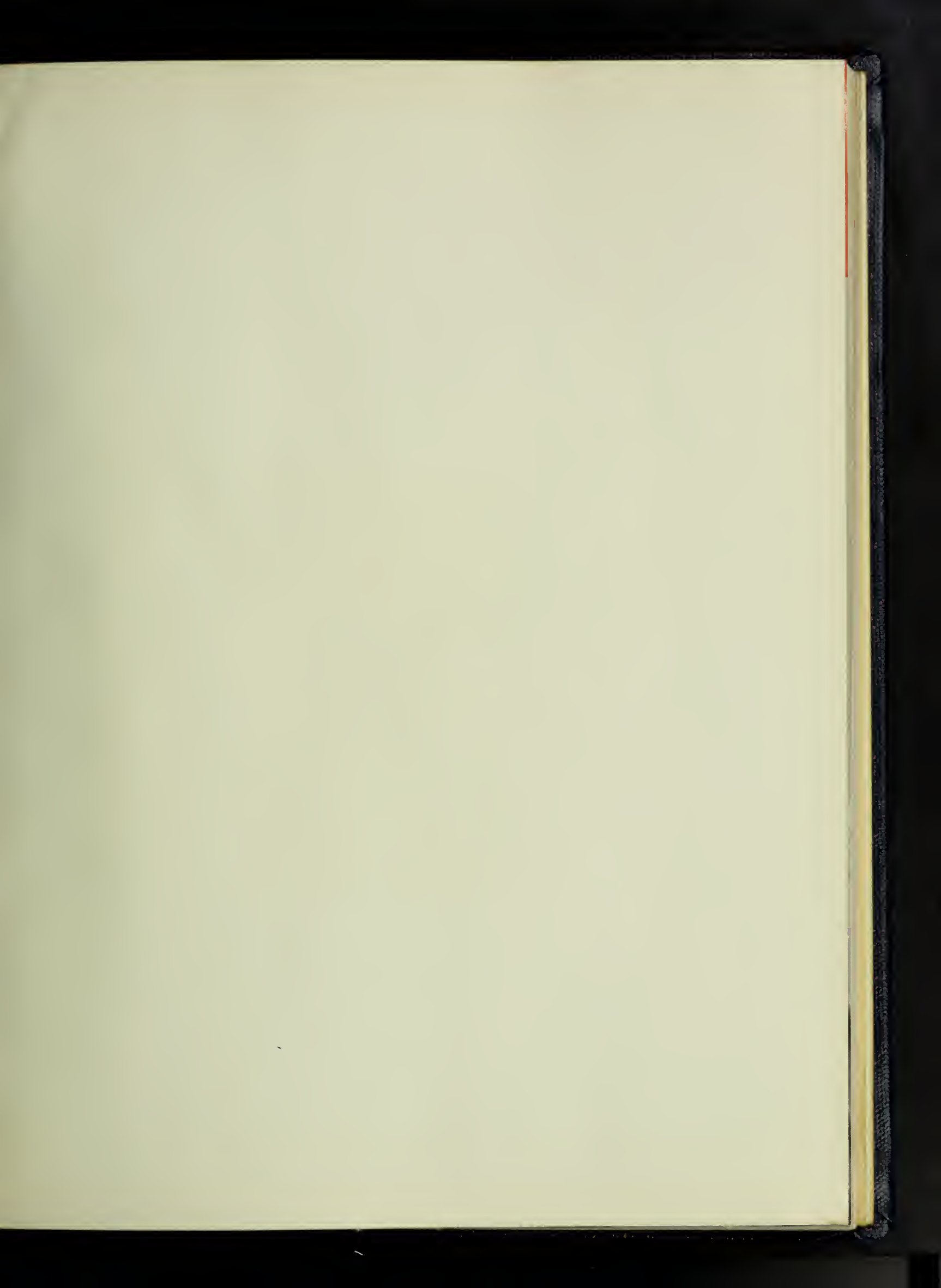
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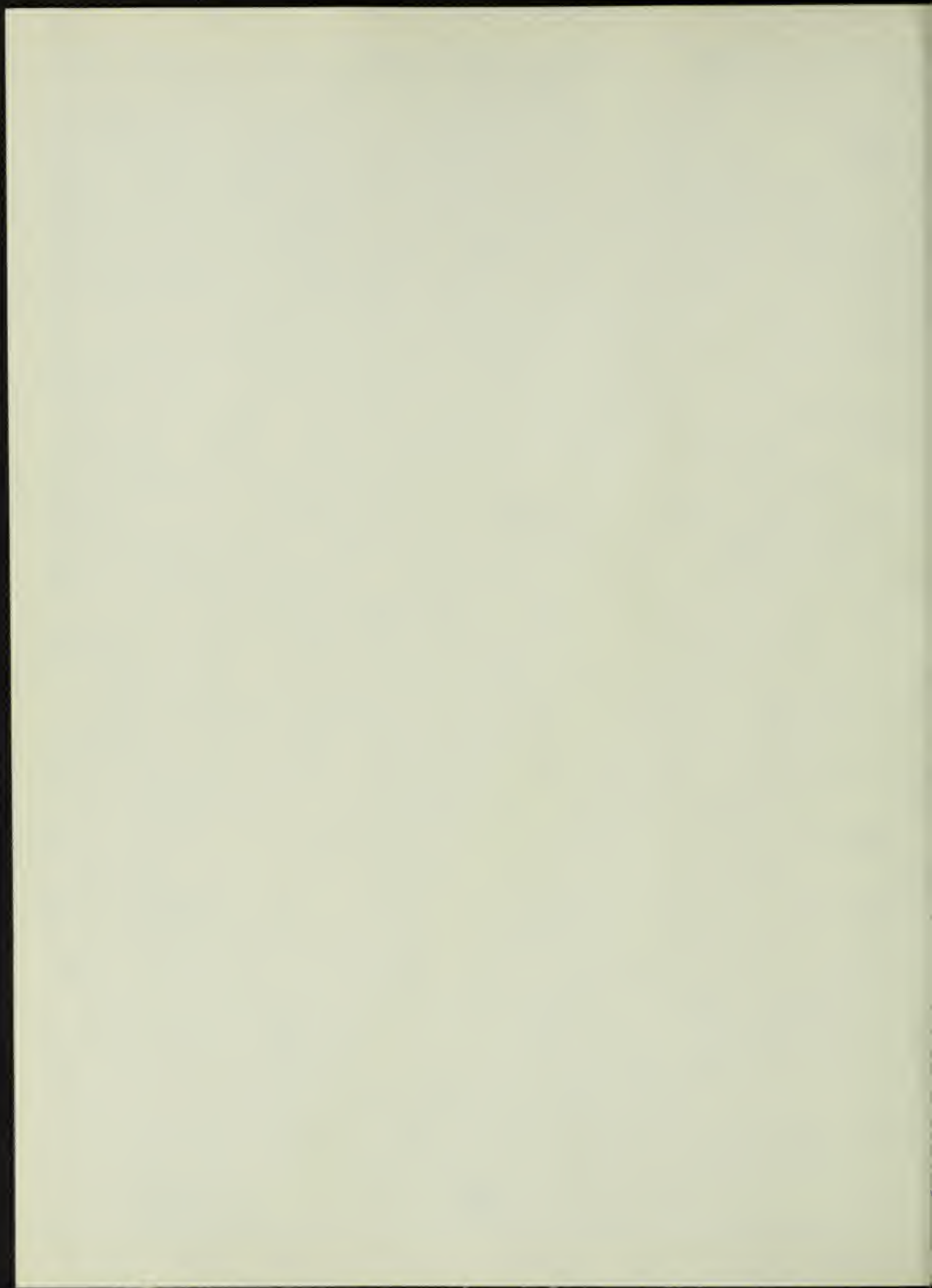
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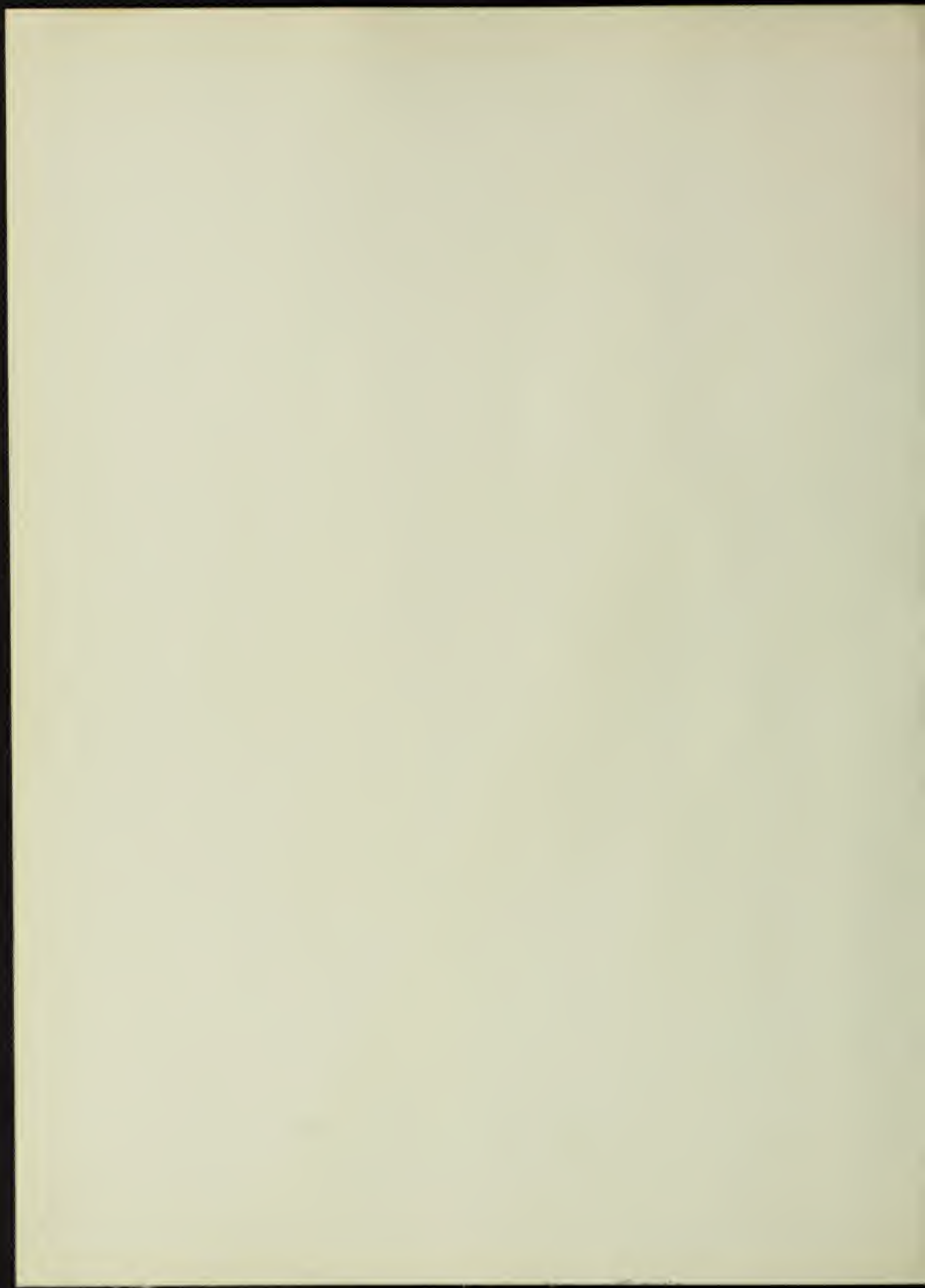
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JANUARY 1963

the air reservist

The Official Magazine Of The Air Reserve Forces



THE AIR GUARD IN MATS' SYSTEM

Another Example
of Global Airlift
Capability . . . page 4

Prize heifer, one of 14 cattle given people of Afghanistan, is coaxed from ANG C-97 which airlifted them to Kabul, by livestock specialist Fred Lege and pilot Lt. Anderson.

the COVER

the air reservist

Vol. XV—No. 1 Jan. 1963

AIR FORCE RESERVE
CIVIL AIR PATROL AIR NATIONAL GUARD

General Curtis E. LeMay

Chief of Staff, United States Air Force

Maj. Gen. Chester E. McCarty

Ass't Chief of Staff Reserve Forces, USAF

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DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C.

SUBJECT: Aerospace Power in the Cuban Crisis

TO: Air Force Reservists and Air Guardsmen

I am sure that you are aware of my appreciation and that of the Secretary for the magnificent response of the Air Reserve Forces in the Cuban crisis. I know of no comparable examples in the history of reserve forces to match this callup and the even larger one in the Berlin crisis of 1961. These forces were trained and ready. They were truly forces in being.

A major lesson to be learned from the Cuban crisis is that it was the threat of aerospace weapons in Cuba that galvanized our Nation to action -- and our superior total aerospace power was a major factor that enabled our Nation confidently to demand removal of the threat. Power such as this must be better understood by all Americans.

The flexibility -- the quick responsiveness and versatility -- of our aerospace power was demonstrated globally during the Cuban crisis. It was demonstrated not only by the intensified ground, airborne and missile alert operations of our strategic aerospace forces, but by our heightened aerospace defense readiness, our huge emergency airlift operations, our rapid deployment of tactical air forces to Florida bases, our quick reaction of Air Reserve Forces, our aerial surveillance of Cuba, our responsive logistics system, and our global communications for command and control of aerospace forces at many places on the planet. Our aerospace power was being exercised throughout the world during the crisis, and awareness of its capability had its effect well beyond Cuba.

The task of meeting all military threats to national security requires unity of effort among the Nation's land, sea and aerospace arms. It is not a one Service job. Each Service -- and each component of each Service -- must contribute, but without duplication.

Curtis E. LeMay

General, USAF
Chief of Staff

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MAJ. GEN. CURTIS R. LOW, USAF, has been named to succeed Maj. Gen. Chester E. McCarty as the Asst. Chief of Staff, Reserve Forces, effective February 1963. Gen. McCarty goes to Wiesbaden, Germany as Chief of Staff, U. S. Air Forces in Europe (USAFE). Gen. Low (a command pilot with more than 4,000 flying hours) leaves Ent AFB, Colo., where he was assistant chief of staff NORAD/CONAD.

LT. COL. BRUCE G. SUNDLUN, Washington, D. C., lawyer was among 13 prominent citizens named incorporators of the new Communications Satellite Corp., created by the U. S. to establish an international system of satellite communications. His M-Day assignment is Deputy Assistant Director, Legislative Liaison, Office of the Secretary of the Air Force.

MAJ. THOMAS C. BROWN JR., was selected as the nation's Most Out-

standing Liaison Officer Coordinator for 1962 at a recent Air Force Academy Liaison Officer Conference. A Griffin, Georgia businessman, Major Brown has been connected with the Academy's Liaison Officer Program since 1958. He holds a Reserve Mobilization assignment with the Continental Air Command.

CAPT. FREDERICK L. DECKER, 123rd FISq., Oregon Air National Guard, recently was awarded the Air Medal for "heroic action" during a flight last February. Despite indication of fire, Captain Decker remained with his crippled F-89J over a populated area "when he would have been fully justified in leaving the aircraft . . .," according to his citation.

SMSGT. GRANT S. WILLIAMS SR., sergeant major for Hq., 2nd Air Force Reserve Region at Andrews AFB, Md., has been awarded Continental Air Command's Certificate

of Recognition. Williams received the award for establishing new procedures in administrative management that were without precedent, while serving as NCOIC of the Administrative Section for the 2491st Air Force Reserve Sector, Grenier Field, N.H., during the period of September 1961 to July 1962.

TSGT. WILLIAM T. ALLEN and **A1C HUGO MADDAUS**, assigned to the 403rd TCWg., Selfridge AFB, Mich., may have established a record for Air Reservists called for the Cuban crisis. Their combined age is 133 years. Allen is 67, while Maddaus is a youngster of 66. Following their short tour of duty, both returned to their civilian jobs at Selfridge AFB. The October callup marked the first time either man had been on active duty with the USAF. Sergeant Allen, however, had previous military service as a pilot in Britain's Royal Flying Corps during World War I.



Maj. Gen. Low



Lt. Col. Sundlun



Maj. Brown



Capt. Decker



SMSGT. Williams



TSgt. Allen

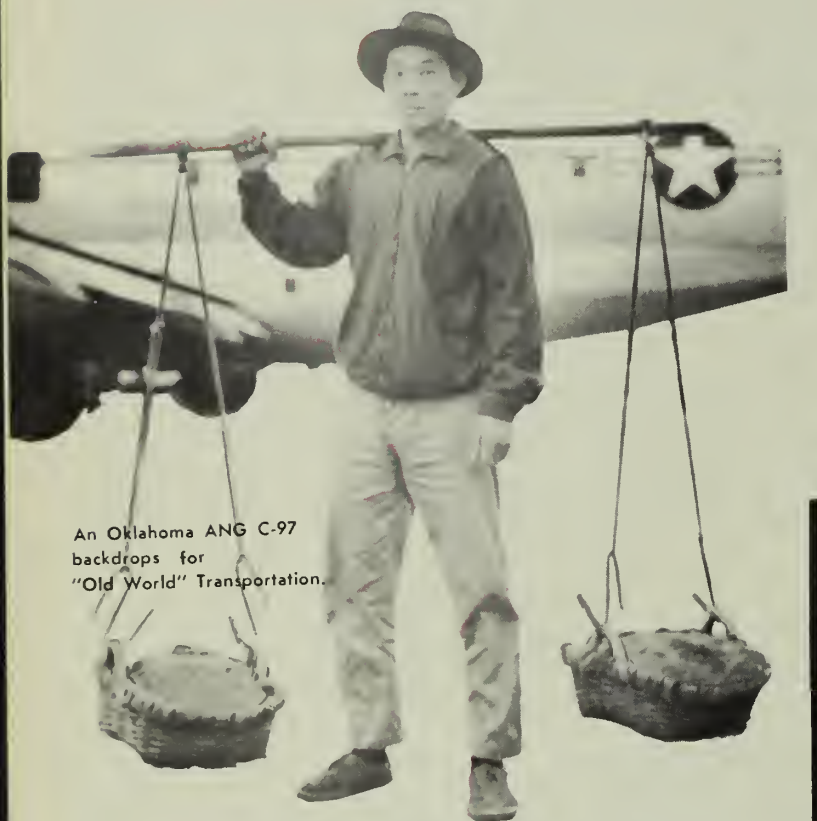


A1C Maddaus

PEOPLE

“readiness”...“versatility”...“global capability”—
growing factors in our Air Reserve Forces which prove invaluable
to the major air commands.

Hong Kong



An Oklahoma ANG C-97
backdrops for
“Old World” Transportation.

THE AIR NATIONAL GUARD completed its first round-the-world flight in November.

On the same mission, the Air Guard crew from the 125th Air Transport Squadron at Tulsa, Okla., also carried out the Air Guard's first diplomatic mission—the delivery of 14 cattle to the King of Afghanistan.

In accomplishing the two “firsts” for the Air Guard, the mission proved not only that the global capability of the Guard is a fact, but also that the Guard is becoming a more versatile, readily available force all the time.

This particular mission, of course, was flown by an Air Guard unit assigned to the Military Air

Transport Service. And the MATS-assigned units have been achieving spectacular successes almost from the day they joined that globe-trotting command in early 1960.

Today, there are 23 squadrons assigned to MATS, 7 of which are aeromedical squadrons. Six squadrons were called to active duty in Berlin.

In the Berlin mobilization, Air Guard crews flew missions to virtually every continent on the globe. And by the end of their year-long tour, some of the units were flying twice the number of hours for which they had been programmed. This brought the highest praise from Lt. Gen. Joe W. Kelly, MATS commander, and from Maj. Gen. Winston P. Wilson, deputy chief, National Guard Bureau.

Hardly had some of those units been returned to state status before they were called upon once again in the Cuban crisis. Altogether, Air Guard units flew nearly 30 special missions for the Air Force, carrying cargo and equipment on runs from which regular MATS aircraft and crews had been pulled to meet higher priority projects.

One of the spectacular features of the Cuban assignments was that Air Guard crews flew into Thule, Greenland without having had a route check. They are reported to be the first MATS crews ever to have been assigned such a mission without a route check. And the Air Guard crews made numerous flights into that ice-covered area without incident. Besides flying to Thule, the Air Guardsmen made flights to Chile, Greenland, France, Spain, Germany and Bermuda.

Even without a crisis, however, the Air Guardsmen assigned to MATS maintain their proficiency on overseas flights through periodic flights on those routes on weekends and during their “summer field training” of two weeks.

On the round-the-world flight, the crew from Tulsa flew through McGuire AFB, N.J.; Lajes in the Azores; Wheelus AFB, Tripoli; Adana, Turkey; Kabul, Afghanistan; Lahore, Pakistan; New Delhi, India; Bangkok, Thailand; Hong Kong; Tokyo, Japan; Wake Island; Hickam AFB, Hawaii; Travis AFB, Calif., and back to Tulsa—more than 24,000 statute miles and an even 100 hours flying time.

The big Oklahoma Air Guard C-97 won the name “Bovine Boeing” from the first phase of its mission, the delivery of the cattle for the people of Afghanistan. The cattle were gifts from ind

The Air Guard In MATS' System

Viet-Nam

Delivering radar gear half way around the world is routine for Guardsmen of 109th ATGp., Schenectady, N.Y.



vidual cattle breeders in the United States who donated the prize Jerseys and Brown Swiss as part of the President's People-to-People program.

The aircraft commander in command of the plane and crew was Maj. Frank L. Slane. Other crew members included Capt. Bobby E. Walls, alternate aircraft commander; Capt. James W. Morgan Jr., pilot; Lt. Donald E. Anderson, pilot; Capt. Joseph P. Rowe, navigator; Lt. John W. Latimer, navigator; CMSgt. William A. McLeod, MSgt. Thomas I. Tucker and MSgt. Jake C. Dodson, flight engineers; MSgt. Hugh J. Roberts, engine specialist, and SSgt. Roger B. Smith, loadmaster.

Also aboard were Mr. Fred M. Lege, livestock marketing specialist with the U. S. Department of Agriculture, who looked after the cattle, and Maj. James C. Elliott, National Guard Bureau representative.

The mission marked the first time the Air Guard had flown any cattle, and one newspaper, turning the words of a widely-quoted phrase, described the details as a "herd shot 'round the world."

The cows were not, however, the first animals carried by the Air Guard. On previous missions, Air Guardsmen have flown guinea pigs, birds and, on one mission, even some rats. Air Guard crews have flown a number of mercy missions in many areas, carrying medicine or patients whose lives might not have been spared without aerial assistance.

During the recent scare in Louisiana where some chlorine barges sank in the Mississippi, the Air Guard flew in thousands of gas masks for the protection of the citizens. The Air Guard has flown a space capsule, helicopters, missiles and people.

The Air Guard, too, maintains and operates what it calls the "Talking Bird," a C-97 that is utilized as a flying command post.

The "Talking Bird" has gone on many global missions on a variety of assignments, including the support of Presidential trips. The airplane, assigned to the Oklahoma Air National Guard unit, Oklahoma City, is maintained on an alert status at all times, ready to go on a moment's notice. During 1961 alone, the "Talking Bird" logged some 350 flying hours and travelled 66,000 miles. It visited 22 different countries.

see next page



Not all missions were overseas. Mississippi's 183rd Aeromedical Evacuation Sq., worked with MATS removing ill and aged from gas-threatened Natchez, Miss.

Wake Island

Another ANG squadron active with MATS was the 109th ATSq., Minnesota. Lts. Abraham and Morrill examine map during stop.



Thus, while the Air Guardsmen already have proved their mettle in difficult and varied missions, they undoubtedly will be called upon to perform many more. And if past performances are any criterion, the Air Guard can be expected to complete them with the same degree of success. They should continue, in other words, to prove that the confidence the Air Force has placed in the Air Guard is well taken.

... "help any way you can"

"Seven SAC B-47s will land at your base within three hours." This is the kind of telephone call Air National Guard base commanders at 26 locations throughout the United States began receiving the day of President Kennedy's speech announcing this Nation's determination to keep Russia from making Cuba one vast launching pad.

It is difficult for anyone not directly associated with one of these bases to realize just what those phone calls meant. None of the bases called upon was specifically equipped to handle the enormous B-47 SAC bombers or the modern ADC F-106s that landed so fast they needed extra runway space. But handle them they did, and in the style to which they were accustomed.

It meant rousing fulltime Guard technicians out of bed in the middle of the night and setting up 24-hour schedules for them. It meant around-the-clock security guards surrounding the base and each plane, mess facilities to feed crews on 24-hour alert, quarters for hundreds where there was only room on base for 25 and barrels and barrels of coffee.

It meant hours on the telephone until ears and throats were sore. "Call that civilian distributor or the local airport and tell them to bring every bit of fuel they can spare over here—I don't care if it is four o'clock in the morning. Call the Adjutant General and ask him how many trucks and buses he can spare. Call all the motels in town and find out how many rooms they can rent—we don't even have enough tents for the number of men coming. Call those ladies who cooked for us last field training session and see if they can give us a hand now."

Nearly 200 SAC and ADC aircraft dropped into those 26 ANG bases before it was over and most stayed for two or three weeks. As soon as their wheels touched the ground, Air Guardsmen were there to refuel them, check them out, and have them ready to take to the skies again should the need arise. The Air Guard was ready on this occasion as it has always been ready for any emergency.

It had received large numbers of aircraft before during training exercises. But none had been so large or as fast as those ADC and SAC were sending in. Special problems arose. What does a base commander do, whose runways are built for comparatively light weight fighter planes, when he finds that after two days of sitting in one place fantastically heavy B-47 bombers have sunk up to eight inches into the asphalt of the runway? First he tries moving the aircraft around frequently—ends by putting steel plates under the wheels. Bases that received ADC aircraft had to have special "scramble" telephones and ADC alert alarm systems installed.

Support of SAC and ADC aircraft was not the only contribution the Air Guard made in connection with the Cuban crisis. ANG transport aircraft car-

ried troops and equipment all over the world—one unit alone carried over 90,000 pounds of cargo in less than two weeks. Other Air Guard units lent all kinds of equipment—even aircraft—to active units to help them out during their crash alert program. Air Guardsmen from communication units offered their services to active units—some working nights with active Air Force units while continuing their regular jobs during the day.

The key word was cooperation. The word came down from the National Guard Bureau, "Help them any way and every way you can." But the message was unnecessary for any active Air Force man who has contact with the ANG knows they are always ready and eager to help out any way they can.

... "instant airmen" reorganize

The Air National Guard's "instant airmen" who performed so spectacularly during the 1961 Berlin crisis have undergone a major reorganization.

Seven tactical flying wings of the Air Guard began an organizational streamlining shortly after last summer's demobilization and completed it by the first of the year. This is a building block concept, designed for greater unit flexibility and increased responsiveness to either limited or general war.

Further, the reorganization will bring Air Guard units into closer conformity with the new Tactical Air Command force structure and, at the same time, will meet increased operational requirements.

A similar reorganization is underway throughout the active Air Force and will subsequently be applied to Air Guard Air Defense and MATS units.

Underlying the new plan is the basic assumption that, while Air Guard units—rather than individuals—will be called in any emergency, the units will not necessarily be of wing size. This places a requirement on all units to be highly self-sufficient.

The group concept is unique to the Air Guard, and was instituted in recognition of the Guard's unique organizational characteristics. Those are, that, unlike the active Air Force, Air Guard wings seldom have all of their flying units on the same base. In fact, most of them are located in three or four separate geographical areas. Placing each flying squadron under a group allows them to function independently while still operating under the command of the wing.

To further increase their independent capabilities, the reorganization has organized the groups under the Double Deputy System. This, in effect, gives to the groups many of the operational responsibilities formerly assigned to wing headquarters.

The primary purpose of the plan is to provide complete flexibility to the Tactical Air Command to which these units are assigned; to give TAC what it needs, when it needs it. Depending on the nature of an emergency, TAC may have an immediate requirement for entire wings, for individual groups, or for only flying squadrons. The Air Guard now has the capability of meeting any of these requirements.

This fact, says Maj. Gen. Winston P. Wilson, deputy chief of the National Guard Bureau in Washington, "gives special significance to the plan. Ultimately, it is not how it looks on paper, but how it enables you to produce trained manpower and ready equipment that makes any reorganization meaningful. This reorganization fills the bill."

“Take Six” or “Try One”

THE “TAKE SIX” program, under which non-prior service recruits take six months training, will soon have a partner program in the Air National Guard, known as “Try One.”

The “Try One” program will be aimed at former servicemen who are not acquainted with the Air National Guard. Guard Bureau officials believe that many of those persons not acquainted with the Air Guard program fail to sign up because of the length of the tour, in the past, three years.

Under the “Try One” program, former servicemen will be permitted to sign for a one-year tour in the highest grade they held on active duty.

Purpose of the new program is to bring additional personnel into the Air Guard inventory, depleted considerably when many men called to active duty for the Berlin crisis remained on active duty with the Air Force.

In addition to the requirement for enlisted personnel, the Air Guard particularly needs pilots and higher grade enlisted men. Nearly 300 Guard pilots, most of them jet fighter pilots, remained in the Air Force to fill positions in new tactical fighter wings being formed by the Tactical Air Command. Many others went into the Military Air Transport Service.

Flying slots in the Guard's 92 flying units are open to lieutenants and captains in any cockpit positions. Majors and higher ranking officers are limited to units that have position vacancies in those ranks.

Air Guard Locations

Alabama: Birmingham, Montgomery, Tac Recon (TR) RF84Fs; Dothan, ACW; Gadsden, Radio Relay.

Alaska: Anchorage, Air Transport C123Js.

Arizona: Phoenix, Air Transport C97s; Tucson, FI F100s.

Arkansas: Fort Smith, TR F84Fs; Hot Springs, Radio Relay; Little Rock, TR RB57A/Es.

California: Compton, Comm Tributary (Trib) Team; Fresno, FI F86Ls; Hayward, Troop Carrier (TC) SA16A/Bs, GEEIA, Mobile Comm Flight, Band; North Highlands, Comm Trib Team; Ontario, FI F86Ls, Weather Flight; Sacramento, State Hqs; Santa Ana, Radio Relay; Van Nuys, Relay Center, Weather Flight, Band, Heavy Transport C97s, Air Evac.

Colorado: Denver, Tac Fighter (TF) F100s, Mobile Comm Flight, Band, ACW.

Connecticut: Hartford, State Hqs; Orange, ACW; Windsor Locks, FI F100As.

Delaware: Wilmington, State Hqs; New Castle, Heavy Transport C97s.

District of Columbia: Washington, TF F100Cs, Mobile Comm Sq, Weather Flight.

Florida: Jacksonville, FI F102As; St. Augustine, State Hqs.

Georgia: Atlanta, State Hqs; Macon, Comm Maintenance; Marietta, Savannah, Heavy Transport C97s, ACW, Band; St. Simons Island, Radio Relay; Savannah, ACW.

Hawaii: Ft. Ruger, State Hqs; Hickam AFB, FI F102As

Koko Crater, ACW; Punamano-Kokee, ACW.

Idaho: Boise, F86Ls.

Illinois: Chicago, GEEIA, Air Refueling KC97s, Comm Trib Team, Band; Peoria, Springfield, TF F84Fs.

Indiana: Ft. Wayne, TF, RF84Fs, Weather Flight, Mobile Comm Flight; Indianapolis, State Hqs; Terre Haute, TF RF84Fs, Weather Flight.

Iowa: Des Moines, FI F89Js; Fort Dodge, ACW; Sioux City, TF F100Cs.

Kansas: Hutchinson, TR RB57A/Cs; Topeka, State Hqs; Wichita, TF F100Cs, Weather Flight.

Kentucky: Frankfort, State Hqs; Louisville, TR RB57B/Cs, Weather Flight.

Louisiana: Hammond, Mobile Comm Flight; New Orleans, FI F102As, Weather Flight, GEEIA.

Maine: Augusta, State Hqs; Bangor, FI F89Js; Portland, GEEIA, Radio Relay.

Maryland: Baltimore, TC SA16A/Bs, TF F86Hs, Weather Flight.

Massachusetts: Boston, TF F86Hs, Weather Flight, Band; Falmouth, Field Training Site; Wellesley, Mobile Comm Gp Hqs, Relay Center; Westfield, TF F86Hs, Weather Flight; Worcester, ACW, GEEIA.

Michigan: Alpena, Field Training Site; Battle Creek, TR RB57A/Es; Detroit, TR RF84Fs, Weather Flight; Lansing, State Hqs.

Minnesota: Duluth, FI F89Js; Minneapolis-St. Paul, Heavy Transport C97s, Mobile Comm Flight, Air Evac Sq.

Mississippi: Gulfport, Field Training Site; Jackson, Aeromed Transport C121s; Meridian TR RF84Fs, Mobile Comm Flight, Tower Operations.

Missouri: Jefferson City, State Hqs; St. Joseph, Heavy Transport, C97s, Aero Evac; St. Louis, TF F100Cs, Mobile Comm Flight, Band, TAC Control Hqs; GEEIA.

Montana: Great Falls, FI F89Js; Helena, State Hqs.

Nebraska: Lincoln, FI F86Ls.

Nevada: Carson City, State Hqs; Reno, TR RB57B/Cs.

New Hampshire: Concord, State Hqs; Manchester, Heavy Transport C97s, Air Evac.

New Jersey: Atlantic City, McGuire AFB, TF F86Hs; Newark, Aeromed Transport C121s, Weather Flight; Trenton, State Hqs.

New Mexico: Kirtland AFB, F100As; Santa Fe, State Hqs.

New York: White Plains, Brooklyn, Aeromed Transport C97s, Niagara Falls, TF F100Cs; Roslyn, GEEIA, Band, Comm Trib Team, Control Group Hqs; Schenectady, Heavy Transport, C97s, Air Evac; Syracuse, TF F86Hs, ACW.

North Carolina: Badin-Wadesboro, Comm Trib Team; Charlotte, Aeromed Transport C121s.

North Dakota: Bismarck, State Hqs; Fargo, FI F89Js.

Ohio: Blue Ash, ACW; Clinton County AFB, Air Refueling KC97s; Columbus, F100Cs; Mansfield, Springfield, Toledo, TF F84Fs; Mansfield, Weather Flt; Springfield, Comm Relay Center, Tower Operations, Mobile Comm Hqs; Zanesville, Comm Relay Center.

see LOCATIONS page 10

A Voice In Policy

THE RESERVE FORCES Policy Board is a statutory Board established by law as, "... the principal policy adviser to the Secretary of Defense on matters pertaining to the Reserve components."

The birth of the Reserve Forces Policy Board came as a result of the experience gained during the years of World War II. It was then that the need for unified and concerted efforts in the shaping of Reserve affairs was realized, and following passage of the National Security Act of 1947, the Secretary of Defense appointed a "Committee on Civilian Components" to make a detailed study along those lines.

As a result of that study, the Secretary of Defense (with the backing and active interest of the President of our country) created what was then known as the Civilian Components Policy Board, with the responsibility of developing coordinated policies and supervising the execution of the plans and programs of the Reserve Forces. In its initial years this body had functions which were broadly operational as well as advisory, however growth and successive reorganizations of the Department of Defense have resulted in the elimination of the Board's operational responsibilities—permitting complete concentration on its primary function as policy adviser to the Secretary of Defense.

The operational activities previously conducted by the Board are now accomplished by the Directorate for Reserve Affairs and Readiness Planning of the Office, Asst. Secretary of Defense (Manpower).

On June 13, 1951, the Secretary of Defense abolished the Civilian Components Policy Board, and established in its place the present Reserve Forces Policy Board. The chairman of the Civilian Components Policy Board was appointed as chairman of the new Board, and its initial membership consisted of the then members of the old Board. The personnel, records, committees and the then current work was also transferred to the Board.

In essence, the Board operates as an integral part of the Secretary of Defense "Team," being housed in and working closely with the Office of the Assistant Secretary of Defense (Manpower).

The majority of the Board's members are themselves, Reservists. They are high ranking officers with a history of long, continuous and active participation in Reserve activities, and they are men whose military backgrounds prove they possess the necessary attributes for the effective representation of their Reserve components. However, the effective operation of the Board requires that each member act in the best interest of the total national security program, rather than that of his particular service or component, when

this conflicts with the greater objective.

In its operation, the Board may perform its basic mission in one of several ways: (1) it may, by Defense Department request, conduct research, compile information, render opinions upon which are based final and informed decisions. (2) It may, at the request of one branch of the military, perform similar studies, following with recommendations that are representative of the overall military posture. (3) It may serve as a screening board for the purpose of evaluating the proposals of the various, subordinate Reserve Forces policy committees.

The Board serves as the primary means by which the Secretary can bring into consideration the views of the non-active-duty Reservist, upon whom he depends for the effective execution of the policies he adopts. Actually, the member qualities of the Board, make available to the Secretary, the consensus of senior, responsible representatives of the military departments, and of the Regular and Reserve Forces to aid him in reaching his decisions.

Basically, the Board contributes to decision making, to policy development, support and understanding, and provides accurate conceptions of the attitudes of Reservists and of the bases and effects of these attitudes. Finally it serves as an informed source of information concerning the best way to accomplish directed or agreed ends, to check against hasty or undesirable action, and provides effective strength for gaining acceptance and support for Defense Department Reserve policies.

As prescribed by law, the Board consists of a civilian Chairman (Mr. John Slezak) and 20 members, one of whom must be an active duty Reserve officer of general or flag officer grade appointed by the chairman, with the approval of the Secretary of Defense, and shall act as military adviser to the chairman and serve as executive officer of the Board without vote. Maj. Gen. Ralph A. Palladino, USAR, currently fills this position, serving as the military executive of the Board, and providing the continuity essential to the Board's activities. As the active duty representative of the Board, General Palladino is also charged with the responsibility of acting for the chairman during his absence.

The other members of the Reserve Forces Policy Board consists of the under secretary of each military department (Hon. Joseph V. Charyk, for USAF); a regular general officer of each military department (Maj. Gen. Cecil H. Childre, USAF); two Army and two Air National Guard general officers (Brig. Gen. Allison Maxwell, ANGUS and Brig. Gen. William W. Spruance, ANGUS); two Army, Navy, Ma

the Secretary of Defense "team."



Dr. Charyk



Mr. Slezak

rine, and Air Force Reserve general officers (Maj. Gen. John H. Foster, AFRes and Brig. Gen. Joseph T. Benedict, AFRes), and a Coast Guard flag officer who is not a voting member.

The Board meets as often as the occasion demands, and upon the call of the chairman for one or more days at a time. Since its inception, the Board has met approximately four or five times each year.

In addition to the member-composition of the Board, the military executive has at his disposal the services of a permanent staff which consists of a civilian director, a secretary and two other civilian employees.

It also has a counsel who is the assistant general counsel (Manpower), and whose duties with the Board are additional duties; as well as one officer each from the Army, Navy, Marine Corps and the U. S. Air Force (represented by Lt. Col. William H. Parrott), who are designated for liaison duty as an additional duty with the Board in the Office of the Secretary of Defense. These officers, as additional duty, are responsible for such functions as the development of agenda for Board meetings, their service coordination of policies affecting the Reserve Forces, participation in ad hoc committees for special studies, and responding to inquiries as directed by the military executive of the Board.

The specific duties of the Reserve Forces Policy Board are many and varied, ranging from developing and recommending policies dealing with the organization, training, activation and supply of Reserve units to submitting recommendations on all new legislation or changes in existing law affecting the Reserve Forces. It develops and recommends policies relating to Reserve Officers Training Corps programs of the military departments, and finally, it prepares a report on the status of the Reserve programs of the Department of Defense for inclusion as a chapter in the annual official report of the Secretary of Defense to the President and Congress.

Secretary of Defense Robert S. McNamara recently paid tribute to the value and effectiveness of the Reserve Forces Policy Board in a letter to each of the military service secretaries. A portion of that letter follows: "I wish to re-affirm the importance I attach to the role and functions of the Reserve Forces Policy Board, and to request your continuing personal interest in supporting its effectiveness, both through the participation of your Under Secretary and regular officer members, and also in your choice of the most able reserve officers whom you recommend for me to consider and designate to Board membership positions in accordance with law."



Maj. Gen. Palladino



Maj. Gen. Childre



Brig. Gen. Maxwell



Brig. Gen. Spruance



Brig. Gen. Benedict



Maj. Gen. Foster

When decisions are made on Reserve Forces matters, both at Department of Defense and Department of the Air Force level, they usually incorporate the advice of informed members of the Reserve Forces. In this article we examine the role played in the decision-making process by the Reserve Forces Policy Board. Subsequent articles will deal with the Air Reservists' voice in policy at Department of the Air Force level and within the major air commands.

QUESTIONS & ANSWERS

This column is designed to clarify problems of general interest to members of the Air Reserve Forces. Personal problems should be discussed with your unit personnel officer. Letters not used in the column cannot be answered.

Upon completion of training and acceptance of a Reserve appointment or induction, do doctors, dentists and allied specialists (over 26 with no prior service) acquire a service obligation? Upon completion of training, Title 50, USC Appendix 454 sets forth a special liability for special registration and induction for not more than 24 months active duty. If inducted, special registrants need not serve longer than if they had accepted a commission and were called as a Reservist.

I have served less than one year on active duty and am currently serving in a draft-deferred status. What is the length of my military service obligation and what are the Reserve participation requirements? Non-prior service personnel enlisted, inducted or appointed before reaching age 26, acquired a military service obligation of six or eight years according to age at time of enlistment, if entry came on or after August 10, 1955. The obligation is eight years for those entering between June 19, 1951 and August 9, 1955. There are a few exceptions to the above. To be certain, make contact with the office that has custody of your field personnel records. Being draft deferred, you may be assigned to a Ready Reserve position. If so, you must meet the participation requirements of the unit to which assigned.

After getting an early release from active duty to enter school, I have been informed I do not qualify for Standby Status. Why? To achieve Standby Status you must meet one of the requirements of paragraph 4, AFR 45-17. Suggest you contact the nearest Air Force Reserve unit for further clarification.

I have not received The AIR RESERVIST magazine for the past three months. Can you tell me why? How can I have my name restored to the mailing list? There are several reasons: Human error, reassignment to ISLRS (Inactive Status List Reserve Section) making you ineligible, recall to active duty, and a change of address that is not reported. If still eligible, notify Air Reserve Records Center, 3800 York St., Denver, Colo. Include correct return address.

I was under the impression that the years that I served overseas during World War II counted as time and one half towards promotions, longevity and retirement. Please advise if this is still true. Overseas service during World War II was credited as time and one-half towards terminal leave promotions only. For longevity and Reserve retirement purposes you are credited with one day for each day of active Federal service regardless of where served.

I served a three year enlistment, not on extended active duty, in the Air National Guard and upon discharge from the Guard was transferred to the Air Force Reserve to serve the remainder of my six year obligation. I was recently transferred to the Standby Reserve and have two years remaining on my obligation. Am I subject to call to active duty involuntarily under Public Law 87-736, October 30, 1962? Yes. Inasmuch as you have not completed five years service, you may be transferred back to the Ready Reserve under paragraph 11, AFR 45-17 and as a Ready Reservist you could be involuntarily called to active duty prior to February 28, 1963, under Public Law 87-736 for a period of not more than 12 months.

I am an airline pilot. Are flying hours accumulated as an airline pilot creditable for Reserve points? No. Flying hours accumulated as an airline pilot do not qualify the Reservist for point credit.

■ LOCATIONS from page 7

Oklahoma: Oklahoma City, Heavy Transport C97s, Air Evac, Comm Maintenance, GEEIA; Tulsa, Heavy Transport C97s, Air Evac, Weather Flight.

Oregon: Portland, FI F89Js, Weather Flight, Comm Relay Center, Radio Relay.

Pennsylvania: Annville, State Hqs; Harrisburg, Comm Trib Team, GEEIA; Olmstead AFB, Aeromed Transport C121s, Band; Philadelphia, Heavy Transport C97s, Air Evac Flight, GEEIA, Weather Flight; Pittsburgh, FI F102s, Aeromed Transport C119Js, Weather Flight; State College, ACW.

Puerto Rico: Punta Salinas, ACW; San Juan, FI F86Hs.

Rhode Island: Howard, ACW; Providence, TC SA16A/Bs.

South Carolina: Columbia, State Hqs; Eastover, FI F104As, Mobile Comm Flt, Tower Operations.

South Dakota: Sioux Falls, FI F102As.

Tennessee: Alcoa, ACW; Chattanooga, GEEIA; Knoxville, FI F104A/Bs; Nashville, Memphis, Heavy Transport C97s, Weather Flight.

Texas: Austin, State Hqs; Dallas, FI F86Ls, Band, Weather Flight; Garland, Radio Relay; Houston, San Antonio, FI F102As, Weather Flight; La Porte, GEEIA; Nederland-Jefferson City-Beaumont, GEEIA.

Utah: Salt Lake City, Heavy Transport C97s, ACW.

Vermont: Burlington, FI F89Js; Winooski, State Hqs.

Virginia: Richmond, State Hqs; Sandston, TF F84Fs.

Washington: Bellingham, Comm Trib Team; Camp Murray, State Hqs; Seattle, Comm Trib Team, GEEIA; Spokane, FI F89Js, Weather Flight, Mobile Comm Gp Hqs, Band.

West Virginia: Charleston, TC SA16A/Bs, Weather Flight; Martinsburg, Aeromed Transport C119Cs, Tower Operations.

Wisconsin: Camp Douglas, Field Training Site; Madison, FI F89Js; Milwaukee, Air Refueling KC97s, Weather Flight, ACW.

Wyoming: Cheyenne, Aeromed Transport C119Cs.

Due to space limitations, the Civil Air Patrol article scheduled for publication in this issue of The AIR RESERVIST will appear instead in the February issue.

“This was a fantastic performance.”

THANKSGIVING 1962 will hold special significance for many of the Air Reservists ordered to active duty for the Cuban crisis. On the previous day, November 21, they had received the welcome news that they were to return to inactive status, thus ending what was the swiftest and also briefest peacetime mobilization in Air Reserve history.

[The callup of more than 14,000 Air Force Reservists was ordered on the evening of October 27, 1962. Within 12 hours 8 troop carrier wings with 24 squadrons and supporting units and 6 aerial port squadrons had responded.]

Although not as swift as the original callup, their demobilization was expeditiously accomplished with a minimum of hitches. By November 28 all except those who volunteered for additional active duty were once again in civilian clothes, resuming jobs they had hurriedly left a month before. Some, whose prompt release would have created a hardship were allowed to remain on duty. Certain officers applying for Career Reserve Status, were also retained.

Unlike the earlier return of Reservists who had served during the Berlin contingency, this time there was little fanfare to mark the demobilization—a detail which was of little concern to the Reservists.

They knew they had the heartfelt thanks of a grateful public and they were confident in the knowledge of a job well done.

In the 1961 Berlin crisis, President Kennedy made it clear that the Reserve callups were designed to “prevent rather than fight wars” by demonstrating U.S. determination to stand firm in an armed showdown. The more limited 1962 Reserve mobilization had an even sharper message.

The Air Reserve Forces were the major non-regular participants in the show of strength that made the U.S. action in the Cuban crisis so decisive. Once again they demonstrated the degree of readiness the government expects of the Air Reserve Forces, leaving little doubt that they could do the job expected of them.

This service rendered by the recalled Reservists as well as that of some non-mobilized Air Reserve Forces can be summed up by a statement given newsmen during a Department of Defense briefing.

Referring to the hurried callup a Defense spokesman told newsmen, “This was a fantastic performance. This is the standard of performance that has been built into the Air Force’s Reserve and Guard program.”

This proficiency was acknowledged by military and civilian leaders, including President Kennedy who praised the “high state of readiness” of the military at bases he visited on November 26.

see next page

RESERVISTS PULL THEIR WEIGHT



President Kennedy pauses during November visit to Homestead AFB, to commend Col. D. Campbell, cmdr., 302nd TCWg. on unit's part in callup.



Released Reservists of the 440th TCWg., Milwaukee, Wisc., are commended by Maj. Gen. Chester E. McCarty, ACS/Reserve Forces. The General visited every recalled wing.

In a letter to Lt. Gen. Walter C. Sweeney Jr., commander of the Tactical Air Command, the President said:

"I have a renewed appreciation of the part that Tactical Air Command is ready to play and the support that it is ready to offer the Army, both in combat and as an airlift to the battle zone. I would appreciate it if you would convey to those Reserve Units who gave such a ready response my special commendation for their fine performance.

"Those in active service realize the extra sacrifice that these men make when their civilian careers are interrupted to respond in a national emergency. Please pass to the members of your staff and all the units assembled in your command my thanks, my commendation, my warm wishes."

Earlier, Air Force Secretary Eugene M. Zuckert and Chief of Staff, General Curtis E. LeMay had both praised the service rendered by Reserve Forces during their tours. (See December '62 *Air Reservist*.)

Secretary Zuckert called the mobilization of the Reserves "a brilliant demonstration of the profes-



Joint exercise "Sun Shade I" finds men of 101st Airborne Division loading their equipment aboard a 434th TCWg., Bakalar AFB, Ind., C-119, for delivery by the recalled Reservists.

staff for Reserve Forces praised the instant response of Air Reserve Force members, both the Air Force Reservists who were recalled and the Guardsmen and Reservists not recalled who supported Air Force operations.

General McCarty also praised the attitude of the Reservists' employers. "They (the employers) contributed much to the high morale," McCarty said. "They have put Americanism first."

In another form of recognition, personnel of the 434th Troop Carrier Wing of Bakalar AFB, Ind., received a letter of commendation from Gov. Matthew E. Welsh of Indiana. The letter read:

"On behalf of the people of the State of Indiana I extend to you our sincere appreciation of your hon-

The 440th TCWg., Milwaukee, Wisc., "Family Plan" swung into action on Recall Day. Red Cross "Gray Ladies" performed maternal chores while wives/mothers were being briefed.

RESERVISTS PULL THEIR WEIGHT

able and faithful military service during the Cuban crisis. Your prompt and willing response to the call of your Commander in Chief during the crisis, your personal sacrifice and your selfless devotion to a cause to prevent war, are in the best traditions of the U.S. Air Force Reserve. We now look to you for leadership and example in further serving our country in peace."

The foregoing are only a few of the acknowledgements rendered the Reserve Forces. There were others. All, however could be summed up with the words "Well Done."

Air Force Reservists of the Continental Air Command lifted almost 4,500,000 pounds of tactical cargo and over 10,000 passengers since March 1962 in support of the Tactical Air Command.

Labeled "CON TAC", this round-the-clock effort between the two major air commands has seen



Crew members of the 433rd TCWg., Kelly AFB, Texas, watch delicate loading of an RS-70 engine during CON TAC mission. (l-r) SSgt. Charles Johnson, Capt. H. Kayser, Lt. M. Faesler.

0 Air Force Reserve crews on duty at all times, augmenting TAC by providing airlift on an immediate basis, carrying tactical cargo and passengers in support of the TAC mission.

Representative of the Reserve units furnishing this support is the 433rd TCWg., Kelly AFB, Texas. Crews assigned to the wing have flown 29 of these CON TAC missions since its beginning.

One of the largest was flown in the latter part of April. Six crews from the wing flew to Greater Peoria Airport, Ill., where they loaded one 1,800 pound generator, one 2,060 pound hydraulic mule, two J-65 engines, 87 passengers and 27,547 pounds of assorted tactical cargo. The six crews transported these passengers and cargo to England AFB, La.

Beginning a MATS-augmentation mission to Spain, this C-124 crew of Air Force Reservists uses an electric hoist to load the "Globemaster" with high priority material.

Air Force Reservists volunteer for short tours of active duty to perform these missions serving for nine days at a time. The Reserve crew checks in at 433rd TCWg., Operations at 8:00 a.m. Saturday morning to report, by telephone, to the CONAC Command Post to receive their mission assignment and briefing, then they depart for their assigned destination. Upon completion of each phase of the mission, the aircraft commander contacts the CONAC Command Post for further instructions.

In response to the recent critical situation in the Caribbean the number of Air Force Reserve crews participating in CON TAC was increased from 10 to 23, and the statistics jumped proportionately. During one week in October, Reservists airlifted 694,364 pounds of tactical cargo and 332 passengers. This compares with the September (an average CON TAC month) figure of 607,202 pounds of tactical cargo and 782 passengers for the entire month.

CON TAC has proven to be a valuable program for the Air Force and the nation. This type operation provides "dollar saving" training for Reservists through the performance of "live" missions which would otherwise have to be accomplished by the regular forces.

The recent recall of more than 14,000 Air Force Reservists focused world-wide attention on the men and women of eight troop carrier wings, and 24 troop carrier squadrons. And rightly so. However, while these Reservists were performing a deterrent mission simply by being "Ready Now," their fellow Reservists were also serving as they roamed the world's airways from Indochina to Turkey to Morocco, hauling much needed "high value" cargo to our forces overseas.

This immediate backup of what is normally a MATS mission found crewmen of the 77th and 78th Troop Carrier Squadrons touching down at bases in Japan and Spain, their Globemaster transports packed with jet engines, ground power units and in one instance, a complete field communications organization in its trailers. The return trips meant tons of mail taking a "Reserve Ride," Stateside.

One flight, that of a crew attached to the 77th TCSq, Donaldson AFB, S. C., spent 112½ hours of flying time and a total of 16 days to deliver material to its destination in Thailand. Statistically they flew what amounted to 116,130 ton miles and 10,500 passenger miles.



TO KEEP SPACE CLEAR

"The Free World wants to keep space open for peaceful uses by all mankind. It sees many peaceful benefits to be derived from it. Such benefits as scientific knowledge, better communications, weather forecasting, navigation, exploration.

"To keep space free, to prevent it from being dominated by any nation that would use it to dominate earth, will require a number of military space developments. One of these is a satellite that will give us increased warning of the firing of a ballistic missile. Making the warning effective will call for a system to intercept that missile and destroy it before it gets anywhere near its target.

"Another key development will be an orbiting military laboratory that can tell us how we are going to use space and what we can do there. There is the problem of space rendezvous, which we must solve in order to rotate men and transport equipment. We will have to send up maintenance and repair crews and bring them back.

"Rendezvous will also be needed to inspect and identify strange craft. If the stranger is an enemy and tries to destroy our vehicle, we will need firepower. If the stranger tries evasive action, we must be capable of catching him.

"Non-military systems don't have these basic requirements. NASA's lunar project is an example. Their men-to-the-moon will rendezvous in space with friendly vehicles in controlled orbits—vehicles which won't try to evade or destroy them.

"There is another difference between military and non-military projects. The latter can put an expensive vehicle into space for just one trip and the scientific benefit makes it practical. But the military needs machines that it can use again and again. There must be many of them and they must have quick reaction and positive control. They must be highly maneuverable and large enough to hold our airmen and their mechanical and electronic systems. And they must be capable of landing where we want them to."

Mark E. Bradley Jr.

General, USAF
Cmdr., Air Force Logistics Command

AREA DEFENSE against aircraft and ICBM's must be greatly improved, according to Maj. Gen. Arthur C. Agan, DCS/Plans, Air Force Air Defense Command. He recently said: "To carry out our area defense concept and defeat the missile-carrying bomber we need a new weapon system—we need an improved long-range manned interceptor which can reach out 1,000 to 1,500 miles, operate in a semi-autonomous mode and be capable of deployment at speeds of Mach 3 or better . . ."

He also said: "The need for an effective AICBM was never greater. Khrushchev has recently stated that he has put massive efforts into the development of offensive ballistic missiles and that he has put an equal effort into devising a defense against them . . ."

"I am sure that some nation will develop an effective area defense against ballistic missiles. It had better be us."

THE ARTICLE ON COUNTERFORCE in the *Saturday Evening Post* of December 1 is worth reading. It is ironic, however, that the Air Force, long the primary exponent of the counterforce theory, appears in a quotation from an unidentified Air Force general to be against the counterforce strategy.

Especially valuable is Secretary of Defense McNamara's exclusive statement in the *Post*. In the interview he was asked by author Stewart Alsop: "As you know, some writers here and abroad have interpreted what you said in your Ann Arbor speech as implying the possibility of the United States' adopting a first-strike strategy—a strategy of hitting first."

McNamara replied: "What I said meant exactly the opposite. Because we have a sure second-strike capability, there is no pressure on us whatsoever to preempt. I assure you that we really never think in those terms. Under any circumstances, even if we had the military advantage of striking first, the price of any nuclear war would be terribly high. One point I was making in the Ann Arbor speech is that our second-strike capability is so sure that there would be no rational basis on which to launch a preemptive strike."

GENERAL LeMAY EVALUATES Air Force role in crisis. The Air Force Chief of Staff said in a speech to a meeting of the American Ordnance Association on December 5 that "every task assigned Air Force units by the Joint Chiefs of Staff and unified commands was performed without a flaw. All of these jobs were done on time and even ahead of time."

Among his other important observations:

- "Cuba also demonstrated the correctness of our Strike Command approach. Joint forces tailored for lightning emergency action are going to be a requirement for some time to come.

- "Responding to the Cuban missile threat while it was being built was a far different thing from responding after it had been built. Stopping aggression is far easier before it takes place, or while it is taking place than after it has taken place.

- "It seems to me Cuba proved that, short of guaranteed disarmament, there is no substitute for superior strength at the strategic level. The Cuban affair did

"The variety and complexity of problems which confront us call for unfailing national stamina...and a clear understanding by ourselves and all who deal with us that we acknowledge the danger, that we are prepared to stand before it, and that we will overcome it by means of reason if possible, but overcome it we will."

/Honorable Eugene M. Zuckert

not get out of hand. There wasn't a shooting war... The ace of spades in the deterrence deck is clearly superior strategic strength.

- "Another lesson from Cuba is that military airpower must be designed and operated by people who have spent their lives operating airplanes and who are dedicated professionals.

- "I feel it's important that the American people and our friends know that we have these capabilities. And I think it's even more important that our potential enemies know it."

MAJ. RUDOLPH ANDERSON: "I cannot get Maj. Rudolph Anderson Jr. out of my mind." So wrote veteran columnist Eric Sevareid in the Tuesday, November 27, 1962 edition of *The Evening Star*.

Mr. Sevareid went on to write that: "The thought will not go away that a time may come when it will be a tradition for Americans—and foreigners as well—to place wreaths at the grave of the U-2 pilot shot down over Cuba, our one casualty in the showdown, our 'known soldier' representing hosts of others who did not die, in one of history's most decisive victories.

"It is too soon to be sure. The balance of power has been preserved, but the Cuban threat is not entirely liquidated. Russia's long-over-due setback and her alarm over the Chinese attack on India have not yet yielded evidence of a reorientation of Soviet policy and the herald of a new world equilibrium with Russia essentially on the side of the West, fulfilling the prophecy of General de Gaulle. Should this miracle come, we would then think of Cuba as its point of origin; John F. Kennedy would surely be immortalized as one of our greatest Presidents and Major Anderson as the martyr who died for us all. Let his present grave be well marked."

SOVIET MILITARY STRATEGY. A review in the Soviet Army newspaper, *Red Star*, of a major new book, "Military Strategy," by P. Kurochkin reveals a number of interesting opinions. Among them is this statement from the book: "Nuclear weapons already constitute the foundation of firepower for all types of armed forces. In order to gain an advantage over the enemy in the use of weapons, one must, first and foremost, build up the armed forces in peacetime as well as in war."

Also this observation by the reviewer: "the authors point out that Soviet military strategy must count on the utilization of space to reprimand the aggressive intrigues of the imperialists."

AFLANT — CORRECTION. In the article about AFLANT appearing in this section of the December issue, the term "TAC" should have been used instead of "AFLANT" in all paragraphs after the third.

COMBAT EFFECTIVENESS: The Air Force is providing substantial increases in Army combat effectiveness said Secretary of Defense McNamara.

Pointing to the 45 percent increase in combat-ready Army divisions in the past 14 months and the increase in the 1962 and 1963 budgets for Army procurement of weapons and equipment—a 65 percent increase over 1961—Secretary McNamara added: "Equally important for the Army is the fact that 1963 procurement funds for airlift aircraft are double the amount for 1961 and that twice as many tactical fighters are being procured for the Air Force in fiscal year 1963 as in fiscal year 1961. "Together with these substantial increases in Army combat effectiveness, a greatly intensified effort is being made to assist our friends and Allies in meeting the threat of Communist-supported insurgent movements."

THE. U. S. STRIKE COMMAND is developing new air/ground support procedures according to its Commander in Chief, Gen. Paul D. Adams.

STRICOM is a unified command whose air component is comprised of combat ready forces of the Air Force Tactical Air Command teamed with all combat ready forces of the Army's Continental Army Command.

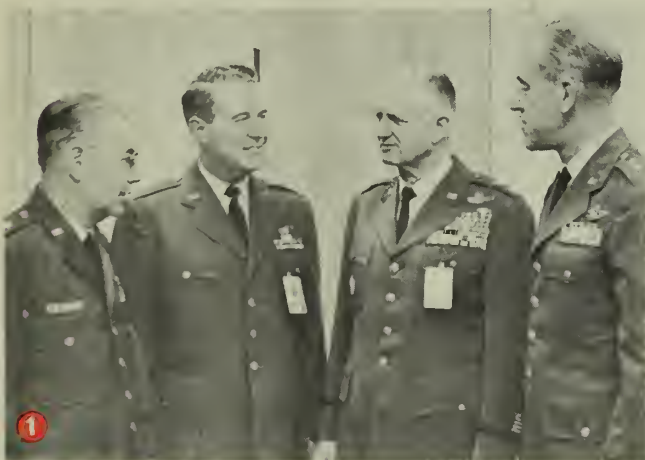
The Army general says that: "In the past there have been many heated discussions of this subject, and in my judgment neither the Army nor the Air Force has ever been completely satisfied with the present air/ground support system. Without any fuss or furor, or blood and guts on the floor, we now have a recommended air/ground support system concurred in completely by CINCAFSTRIKE and CINCARSTRIKE. We field-tested this system during Exercise THREE PAIRS and plan to continue the practical tests until late spring of Fiscal Year 63."

Air Force Point Of View

reserve camera

① Top policy planners for Reserve Forces assigned for training and inspection to the Air Force Communications Service recently concluded a three-day conference at Scott AFB, Ill. They were headed by Brig. Gen. Peter C. Sandretto, International Telephone and Telegraph Corporation executive and mobilization day assistant to the AFCS commander. General Sandretto (l) is shown discussing conference with Brig. Gen. Ross C. Garlich, Missouri's assistant adjutant general for air; committee vice-chairman Maj. Gen. Chester E. McCarty, assistant chief of staff for Reserve Forces, and AFSC commander Maj. Gen. Kenneth P. Bergquist. ② A Crew Chief of the Month program was recently initiated by the flight line branch of the 124th CAMRON, Idaho Air National Guard. Top Crew Chief of the Month is

presented an engraved plaque by the CAMRON commander. Recent recipients of the award are (l-r) SSgts. James Taylor and William Lee; TSgts. John Fitzsimmons and Julian Stewart; SSgt. Dave Nicholas and CMSgt. Percy Herrera. Not present for the picture was TSgt. Elvin Scrivner. ③ October and November were busy months for administrative personnel of recalled Reserve units. The 434th TCWg., Bakalar AFB, Columbus, Ind., like other wings, worked overtime processing personnel for active duty and then met demobilization deadlines in record time. ④ SSgt. LeRoy W. Slaughter of the 9517th AFRRSq., South Bend, Ind., known locally for his many humanitarian acts, helps lighten last year's Halloween party given youngsters of the Logan School and Center for the Retarded of South County, Ind. by his squadron. The Sergeant, who initiated this and other parties is shown holding "Thomas" while "Daniel" and "Steven" watch.



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'62
was a great year for the **Air Reserve Forces**

the air reservist

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**AIR FORCE RESERVE
CIVIL AIR PATROL AIR NATIONAL GUARD**

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General LeMay Lauds Air Reserve Forces



GENERAL CURTIS LeMAY lauded the effectiveness of the Air Reserve Forces at his first meeting with the Air Reserve Forces Policy Committee last month in the Pentagon. The Air Force Chief of Staff particularly cited the overnight mobilization of 14,000 Reservists in the Cuban crisis and told the Policy Committee that he appreciated its help and guidance in their efforts to produce more and better air power with maximum utilization of all resources.

"I think we are on the right track, and moving very rapidly," he commented. "That's an accomplishment we can be proud of during the last couple of years. We are going to make more improvements in the future."

General LeMay pointed out that military forces in this day and age must be able to pull their weight right now, and not at some time in the future. He praised the present Air Reserve Forces system in which gaining commands supervise the training and inspect the organizations which they will control when they are called to active duty, stating:

"When you have someone training units he knows he is going to take into combat, he gets deeply interested. The system we have now will produce the best combat units we can get with the resources available."

The General also praised the activities of Reserve Forces units not specifically mobilized during the Cuban crisis, indicating the outstanding work of recovery squadrons.

"This is my idea of a real reserve outfit. They turned to and helped without being called to active duty, at a sacrifice to many of the individuals concerned," he said.

This month's cover symbolizes "globility" and 'round-the-clock readiness of the Air Reserve Forces. It shows a KC-97 of the Illinois ANG performing its added refueling mission in '62, and a C-119 of the Air Force Reserve being readied for a night mission during Operation "Boxcar Pass."

'62

was a great year

1962, the "Deterrent worth" of America's Reserve Forces was proved. The response to the Berlin and Cuban crises was an unqualified success and the professional performance of numerous other missions by Reservists earned them the admiration of their active duty counterparts.

1962 DREW to a close, the Air National Guard looked back on a year of great accomplishment and many firsts. One of these highlights are contained in their "Fiscal Year 1962 Annual Report of the Chief, National Guard Bureau," released on December 31.

Topping the list of achievements for the fiscal year were the Berlin mobilization and "Operation Stairstep,"

For the Air National Guard

whereby over 200 Air Guard jets crossed the Atlantic in one of the most remarkable demonstrations of readiness in history. "Stairstep" flights of October - November 1961 represented the largest deployment of jet fighters in the history of the Air Force. With little experience in overwater flying, these men made the demanding flights without a loss or accident. Their return to the U. S. in 1962 was also without incident.

The feat was not accomplished solely by Air Guardsmen. The effort represented the consolidated accomplishments of a whole host of supporting elements—Air Force, Navy and Coast Guard, plus some Air Reservists and Air Guardsmen who had not been mobilized.

Praise came from all over. Secretary of the Air Force Eugene M. Zuckert sent word:

"... The manner in which the deployment was conducted so soon after recall could only be the result of sustained superior performance. It is my desire that every man in your organization knows of the pride the whole Air Force feels in this accomplishment, which reflects the high standard set and maintained in Air National Guard training."

In early November 1961, three F-104 units were alerted. Their Starfighters were loaded in giant Military Air Transport Service C-124 Globemasters, flown across the Atlantic and in less than three weeks after mobilization these units were flying alert missions at their overseas bases.

Air Guard aircraft control and warning units sat right at the Iron Curtain and Air Guard weathermen proved themselves in spite of the fact that they were out of their natural habitat. Mobilized ANG transport units carried out significant duties, flying missions for the Air Force over the world.

On and off the job these Guardsmen performed ex-

see ANG page 8

IN RETROSPECT, the year 1962 was one of great consequence for Air Force Reservists throughout America. For them it was a demanding, exciting, and profitable year, and above all a year they could look back on with well-earned pride.

A world full of trouble spots and tense international situations held firm reins on the lives of Air Force Reservists, dictating the

return of two C-124 troop carrier wings and five troop carrier squadrons to inactive status in August. These units had been recalled in October 1961 as a result of

the precarious Berlin situation. And, hardly had they been released from active status when the Cuban crisis erupted, forcing President Kennedy to again call upon the Air Force Reserve. It meant activating some 14,000 officers and airmen from 8 troop carrier wings, 24 troop carrier squadrons, and 6 aerial port squadrons on October 28th.

The immediacy of the Reservists' response in this crucial situation lent positive credence to a new concept of Reserve utilization—Deterrence through Recall.

Although the Berlin and Cuban crises accounted for the major portion of Air Force Reserve publicity during 1962, the year also was filled with activity in all facets of Reserve affairs.

Following is a chronological review of some of the more notable Air Force Reserve activities during 1962:

In January, Continental Air Command's 13 troop carrier wings (equipped with C-119 and C-123 aircraft) began an extensive support effort in connection with the airborne training of U. S. Continental Army Command troops. These flying units provided ten aircraft and crews each weekday, operating generally out of Pope AFB, N.C., Campbell Army Air Field, Ky., and Ft. Benning, Ga., airdropping troops and equipment on a regular basis throughout the year.

Air Force Reservists affiliated with the DARR program (Dispersal, Aircraft Recovery and Reconstitution) started early in the year to conduct the training exercises required to reach and maintain the state of preparedness to provide the active forces with approximately 200 skilled, ready units to operate in an emergency at civilian

see next page

'62

was a great year for the air force reserve

and inactive military airfields. Basically, the Recovery mission is designed to supply an important factor in our nation's ability to survive any surprise nuclear attack by making available trained Reservists to contribute to Air Force's capability to recover, repair and refuel its combat aircraft for further action against the aggressor. Throughout 1962 more than 200 exercises of this type were conducted by Air Force Reservists.

During the Cuban emergency, Recovery Reservists demonstrated the value of these exercises by voluntarily performing services in connection with the dispersal of the Air Force's combat aircraft. The professional manner in which these Recoverymen performed has earned for them the praise of the President and many other civilian and military leaders.

In February, nearly 100 CONAC Air Force Reserve troop carrier aircraft took part in an Air Force-Army joint exercise (Banyan Tree III) in the Republic of Panama, augmenting forces of the Tactical Air Command. The Reservists airdropped and airdropped over 300 tons of heavy equipment in their C-119's and C-123's, while other Reservists provided logistic airlift support, flying in needed supplies and equipment.

During March, Reservists from the 434th Troop Carrier Wing, Bakalar AFB, Ind. and the 96th Troop Carrier Squadron, Minneapolis-St. Paul, Minn., tallied more than 16,000 accident-free hours to win the USAF Flying Safety awards for 1961. The 434th flew more than 11,000 miles in ferrying aircraft from Hawaii and France including 31 over-water training flights. Some 5,000 accident-free hours were flown by the 96th in airlifting troops, supplies and equipment into prepared and unprepared landing areas by parachute or air landings.

Navigators took the spotlight during May when selected Reserve navigators competed for national honors in CONAC's Sixth Annual Reserve Navigation competition at Ellington AFB, Tex. The top team proved to be the 8511th Navigator Training Squadron from Homestead AFB, Fla. Maj. Thomas W. Miller of the 8498th Navigator Training Squadron at Andrews AFB, Md., captured individual honors in the exacting meet.

In June, CONAC announced that the 619th USAF Reserve Hospital at Boston, Mass. would be a test unit in a proposed plan that may affect similar hospitals throughout the nation. The test, still in progress, embodies part dispersal of the Boston unit into detachments in near-by communities.

July was the month in which Lt. Gen. Edward Timberlake took over as commander of Continental Air Command from Lt. Gen. Gordon A. Blake. General Timberlake came to CONAC's Robins AFB, Ga., headquarters after a tour of duty as deputy chief of staff for Personnel Hq. USAF, Washington, D. C.

Meanwhile, two Air Force Reserve wings tied for first place honors in CONAC's 1962 Outstanding Reserve Wing Competition. Sharing honors were the 433rd, Keesler AFB, Tex. and the 349th, Hamilton AFB, Calif. The wings were judged on the basis of personnel data, operational data, training data, and the data in operational readiness reports, inspection reports, and the CONAC rating system.

Also during July the 446th Reserve Troop Carrier Wing at Ellington AFB, Tex., conducted a series of successful air drops to test prototype Mercury space capsule. Reservists dropped a number of 2,100-pound boilerplate versions of the Mercury capsule from altitudes of 15,000 feet.

"Recovery" Reservists augmented SAC and ADC in aircraft dispersal during last year's Cuban crisis.



and 2,500 feet, working under the supervision of technicians from the National Aeronautics and Space Administration's Manned Spacecraft Center at Houston.

Troop carrier units also took the spotlight in August when more than 7,000 Air Force Reservists participated in a joint exercise called "Swift Strike II" in North and South Carolina. More than 200 CONAC C-119 "Flying boxcars" participated in the massive exercise, providing lift support for the U. S. Strike Command—a mobile, flexible, and highly trained force comprised of units from the Continental Army Command and the Tactical Air Command. They were joined by more Reservists from five CONAC Reserve aerial port units.

Earlier, the aerial port program had been revised when CONAC added 22 new detachments to the then existing six squadrons and six detachments. This increased combat readiness by putting loadmaster personnel at the locations of Reserve troop carrier squadrons they support.

Two Reserve C-124 wings called to active duty for the Berlin crisis returned to inactive status in August after slightly less than a year with the active establishment.

In September Air Force Reserve flying units airlifted 90 tons of equipment to Mississippi when it appeared that citizens in Natchez might have to be evacuated during an attempt to lift tanks of chlorine chemical which had been sunk in the Mississippi river. Fortunately, the tanks were raised and transferred without mishap, but the Reservists had done their share to cover any eventuality.

It also was during September that the 452nd Troop Carrier Wing from March AFB, Calif., took top honors in the 1962 CONAC Annual Reserve Troop Carrier Wing competition at Ellington AFB, Tex. Top crews from the 13 competing wings then went on to Las Vegas, Nev., to compete for an Air Force Association trophy, with the 40th Troop Carrier Wing from General Mitchell Field, N.Y., named winner of the AFA award.

With October came the recall of C-119 and C-123 units to active duty as a result of the disclosure that Soviet offensive weapons were being established in Cuba. The instant response of the 14,000 Air Force Reservists is credited with being a major factor in alleviating the situation and they returned to Reserve status in a month.

During the year CONAC Reserve troop carrier wings also airlifted some 5,000,000 pounds of cargo and 10,000 passengers in a round-the-clock effort with Tactical Air Command. This massive support program called CONAC began in March. Reservists provided ten crews and aircraft at all times to assist TAC in lifting cargoes and passengers on missions of immediate tactical importance.

The Cuban crisis formed the basis for a mammoth airlift of men, supplies and equipment by Air Force Reserve's troop carrier units. When the tensions abated the Air Force Reserve was again called upon—this time to reverse its logistical support of the active forces.

see AFRes next page



Skills were sharpened as Reservists vied for honors at last year's Navigation Competition. Meets such as these helped produce the "professionalism" used during the crises of '62.

Reservists of the 403rd TCWg., Selfridge AFB, Michigan worked late into the night to demobilize its Cuba-recalled personnel, proving its administrative "in-house" ability.



Base Support

The last day of 1962 brought to an end the Air Force Reserve's two year test of its Base Support program.

After over two years of experience with the six units, the Air Force decided the test revealed no significant improvements over the more flexible earlier training program.

Another consideration in the decision was the fact that funds made available for the Reserve Recovery program (of which the Base Support Groups were a part) are insufficient for Fiscal Year 1963 to provide drill pay spaces for all participating Reservists. A reduction in the overall strength of the recovery program was therefore required prior to December 31, 1962.

The discontinuance of the units had little effect upon the Reservists assigned as each one of the 1,100 men involved was offered a Part I position with MoARS, the Mobilization Assignment Reserve Section. This, in effect, is a transfer from Base Support status to one in Air Force Reserve's Individual Training program at the same base to which they were previously attached.

■ AFRes from page 5

Volunteer aircrews from all of Continental Air Command's 15 troop carrier wings airlifted from Florida 1,448 servicemen and 1,601,000 pounds of equipment.

The Reserve aircrews flew 4,319 hours in twin-engine C-119 "Flying Boxcar" and C-123 "Provider" aircraft, and in four-engine C-124 "Globemaster" transports, to redeploy equipment and personnel rushed to Florida air bases.

Many of the Reservists called to active duty during the crisis volunteered to remain on active duty for an additional 15 days to assist in redeploying regular Air Force personnel and their equipment to their home bases.

Reserve aircrews flew such missions from Florida to more than a dozen air bases, some as far away as California. They hauled 11,000 pound tractors, 7,000 pound jet engines, 2 tons of documents, 3,000 pound trailers, a 7,000 pound radio van truck, GI duffle bags—even a 7'x7'x6' communications shack. In addition to these and other items, Reserve fliers airlifted 1,448 military personnel back to their home bases.

Year's end saw Reserve activities continuing at the same brisk pace that was set during the previous 12 months. The "Ready Now" accomplishments of 1962 should serve as inspiration for every officer and airman affiliated with the Air Force Reserve program.

JOB MART

Listed below are M-Day vacancies reported by units indicated. These openings offer qualified Reservists up to 48 paid drills annually and adjustable training periods as well as other benefits. Those with asterisks are on flying status and offer base pay plus incentive pay—including flying training periods. Applicants should write directly to the following addresses giving their full name, address, grade and AFSC:

Hq 166th ATGp. (H), Delaware Air National Guard, Bldg. 1504, Greater Wilmington Airport, New Castle, Del: The 166th, flying C-97s, has vacancies for *pilots and *navigators in grades up to lieutenant colonel;

Under the Individual Training Program, Reservists in the Base Support Groups will continue to be directly responsive to their bases of assignment. The Air Force also retain all the advantages, for each Reservist previously assigned to the Support Groups will continue to be able to train with active units in the same grade and pay status as during the test period.

The six Air Force Reserve Base Support Groups were originally organized in the fall of 1960, and were designed to augment the capabilities of active bases in recovering from the effects of enemy attack. It was contemplated that the manning of these units would be comprised primarily of the Reservists then assigned to individual mobilization positions at the bases.

The six Base Support Groups deactivated as of December 31, were the 8318th, Wright-Patterson AFB, Ohio; 8395th, Richards-Gebaur AFB, Mo.; 8421st, Travis AFB, Calif.; 8344th, Randolph AFB, Tex.; 8320th, Stewart AFB, Tenn.; and the 8334th, Westover AFB, Mass.



The Reserve airlift of supplies to a Catholic Mission in Guatemala is typical of many such "mercy" flights. (L to R) Father McClear, Sisters Joselita Teresa and Martin Teresa.

*flight engineers; flight engineer trainees (qualified aircraft mechanics); aircraft maintenance men in all specialties; *flight nurses; nurses-general; and *aeromedical specialists.

DCS/Personnel, Hq 2nd Air Force Reserve Region, Andrews AFB, Wash. 25, D. C.: 22 Reserve vacancies to be filled by former military personnel with prior service experience in intelligence, censorship, administration, operations, supply, accounting and finance, personnel, and medical administration. Twenty enlisted personnel positions for grades from airman first class to senior master sergeant are available. Two officer positions; lieutenant colonel, (intelligence,) and captain, (administration) also are open.

Reservists, Maj. Lyndall Griggs (l) and Capt. Bob Williams, receive expert advice during their "Programmed Learning" research from Dr. Virginia Zachert, programming consultant.



Programmed Learning

AMERICA'S PRINCIPLES of morality demand that "Deterrence" represent the end product of our national military strategy, and that the armed forces' contribution to that strategy take the form of "potential" superior to that of any aggressor. Air Force, to stay abreast of technological advancements, has turned to a deep study of the principles of education and training. Air Force Reserve has been delegated the task of assisting in this test program, with emphasis on nuclear disaster control and its application to the Reserve's Recovery Program.

The Air Force calls it "Programmed Learning," a method—both old and new—of conveying knowledge. It is a system that seeks to restore the tutor-pupil relationship, and permits each student to move forward in accordance with his aptitude.

Programmed Learning employs man's natural desire to avoid making mistakes, and it may be said that the student who makes many errors is the student who labels that course of study "difficult." Normally the reverse is true. The fewer errors the less "difficulty."

Other principles are used in Programmed Learning, such as the Principle of Participation, and the Principle of Immediate Knowledge of Results. Learning is more complete when the student remains mentally active throughout the teaching session, and one method is to demand frequent responses from the student. Under Programmed Learning the student receives new material in a series of short units, each of which contains a question which he must answer before moving on to the next unit. There are a variety of methods used in transferring the subject matter, ranging from a series of cards to complicated electronic devices. The process also allows the student to know just how he is doing, since he is informed of his results immediately after each short unit.

In October 1961 the Air Force began the transition from pure research to the operational phase. The results of this operational phase will be evaluated this coming summer and if they prove satisfactory an expansion of the first phase will be initiated.

Air Force Reserve's Citizen/Airman, or "Two Hat" concept lent itself perfectly to the project, for throughout the nation there were many Reservists who were also well qualified educators. Eighteen of these individuals were selected to pioneer the Programmed Learning project within the Continental Air Command.

The officers selected were: Lt. Col. Andrew R. McKelvie, Washington, D.C.; Lt. Col. Ray F. Wahl, North-

ampton, Pa.; Maj. Gerald H. Farrell, Philadelphia, Pa.; Maj. John A. Valentine, Princeton, N.J.; Maj. Robert H. Curran, Hyde Park, Mass.; Capt. Thomas P. Cheesman, Bethlehem, Pa.; Maj. Alfred S. Drew, W. Lafayette, Ind.; Col. Paul Gonzales, New Orleans, La.; and Maj. Lyndall H. Griggs, Port Neches, Tex. Others were Maj. Carl E. Reed, Houston, Tex.; Capt. Bob M. Williams, Norman, Okla.; Maj. Otis E. Harvley, Dallas, Tex.; Capt. Wallace E. Hoffman, Yazoo City, Miss.; Maj. Arden J. Johnson, Lafayette, Ind.; Maj. William G. Norris, San Gabriel, Calif.; Maj. Roy A. Whistle, San Jose, Calif.; Capt. Edward W. Solomon, Napa, Calif.; and 1st Lt. William G. Woods, Richland, Wash.

These Reservists familiarized themselves with the subject matter—disaster control—and then attended the two-week Reserve Officer's Disaster Control course at Lowry AFB, Colo. In July of 1962 they were divided into three teams and called to active duty for 30 days. Each team of six officers went to a different Air Force base where they programmed materials on specific subjects such as fallout, instruments for measuring radioactivity and their use, protective measures, etc. During this period they received professional guidance from Dr. Virginia Zachert, a leading consultant in programming.

When the period ended, three of the eighteen programmers were placed on active duty at Lowry AFB for one week to edit and consolidate the materials developed by the three teams. The resulting product is a six-volume programmed course in Disaster Control (Nuclear).

A pre-course survey of 15,000 Air Force Reservists in DARR units is now being conducted to determine the extent of their knowledge in Disaster Control. The next step is the selection by CONAC's 16 Reserve Sectors of approximately 5,000 Reservists to serve as a control group. The six-volume course will then be administered to this group and a test will be given at the completion of each volume. A comparison with the pre-course survey will reveal how much learning has resulted. The first phase is expected to be completed in the early spring of 1963. It is then anticipated that all other DARR Reservists not in the test group will complete these materials. However, no consolidated data will be gathered on these personnel.

Air Force Reserve's active participation in this USAF-sponsored program is firm proof that the "in house" potential of Reservists is vast and oftentimes surprising. In short, the Air Force Reserve is always "Ready Now" to tackle any worthwhile problem.

'62

was a great year for the air national guard



Route lines show "Globility" of the ANG during 1962.



During callup, Europe-based Guardsmen practice scramble.



The Berlin recall complete, Air National G Wing, Ft. Wayne, Ind., pass in review before

■ ANG from page 3

cellently. Overseas, they impressed the people in communities where they were stationed. One Guardsman taught youngsters in Germany to swim and dive. A puppeteer from New Jersey entertained French children. A Guardsman-musician wrote church music that may be adopted by the Vatican and Guardsmen-teachers established English language courses in many areas. Together, they were among the best ambassadors.

On the job they did as well. The 151st Fighter Interceptor Squadron from Tennessee established an all-time flying record for the F-104. MATS units far exceeded the flying expected of them, some of them almost doubling their requirements.

Upon release from active duty it was expected, as had happened in the past, that many Air Guardsmen would

leave their units as soon as they reached home. Even the most dedicated Guard officials were amazed at the result of a survey completed soon after demobilization which showed that the ANG was to retain over 88 percent of the manpower it had at the time of the recall.

The period since the demobilization of those Air Guardsmen called to active duty has been one of evaluation and change as well as satisfaction. The mobilization was a success but it also revealed the need for change in several areas.

New "mobilization type" unit manning documents had to be developed to bring the ANG unit configuration closer to the needs of the Air Force while still fulfilling the unique local supporting requirements of the Air Guard in the States. More facilities were needed to billet and mess



of the 122nd Tactical Fighter
prior to return to civilian life.

units when they were called to active duty but remained at their home bases. Correction of these problems were well under way by the end of the year.

To speed up the reporting and accounting procedures, new punch card data processing equipment was installed at 4 ANG bases, with plans for the rest of the ANG to go over to the same system. Many more time-saving automation improvements are planned in the near future.

A new law went into effect during the fiscal year whereby non-prior service enlistees are now required to enlist for a period of six years instead of three as was required in the past.

ANG's aeromedical mission received a significant test last October during "Operation Chlorine" when the 183rd Aeromedical Evacuation Squadron from Jackson, Miss.,

was used to evacuate invalids from the Natchez, Miss., area while four huge tanks of deadly chlorine gas were raised from the mud at the bottom of the Mississippi River. They also stood by with other Army and ANG units to evacuate the whole area if any of the tanks had broken.

During last year's Cuban crisis Air Guardsmen all over the U. S. pitched in to help the Air Force by receiving large numbers of Strategic Air Command and Air Defense Command aircraft at ANG bases, by lending equipment and volunteering to work for the Air Force and by flying MATS missions thereby releasing active Air Force air transports for other priority missions.

The ANG continued its drive to train as many units as possible with "actual missions." ANG transport units participated in the year-round field training program whereby individual members of a unit can spread their 15-day active duty tour over several periods during the year to fly regular missions for MATS.

ADC Guard units now train under this plan and communications units made great strides in this area during the year. Fifteen GEEIA squadrons trained by actually installing USAF equipment on USAF-programmed projects. This gave the units training at Cape Canaveral, Vandenberg and many other important locations, including support of Minuteman and Atlas sites as well as projects like the second Mercury shot. Maintenance squadrons were work-loaded by Air Force Logistics Command with repairable items of communications equipment, training and actual depot level maintenance.

Two ANG mobile communications squadrons with their nine flights, provided part of the actual air traffic control and communications support of ANG permanent field training site operations during training. The 267th Communications Squadron of Wellesley, Mass., near Hanscom Field, furnished a complete shift of workers two evenings a week for the communications center of the Air Force Track Research and Development Facility.

In May 1962 the first C-121C aircraft for ANG's aeromedical mission were assigned to the Guard. During the year the other new mission in the ever-widening role of the Air Guard, air refueling, received a boost in the form of several more KC-97 tanker aircraft.

Brig. Gen. I. G. Brown moved from his position as executive secretary of the Air Reserve Forces Policy Committee to become assistant chief, National Guard Bureau for the ANG. The former Assistant Chief for Air, Maj. Gen. Winston P. Wilson began devoting full time to his position as deputy chief of NGB.

General Brown's promotion from colonel became effective in August 1962. He brought to the Bureau a fund of experience in both the Guard and Air Force.

The Air Guard got back into the school business in October when it opened its own small but important training center for radar interceptor officers at Portland, Ore., home of the 142nd Fighter Group. The school trains the all-important second man in the F89J fighter-interceptor for the nine ANG squadrons which fly this jet in their air defense role.

These are just the highlights of a year that put the Air Guard in a stronger, more ready position than it has ever been. It is understandable that General Wilson began his speech at the National Guard Association Conference last October with the statement: "I am as proud to be a National Guardsman at this moment as I have ever been."



AIRCRAFT MARKINGS

ALL AIR NATIONAL GUARD aircraft will soon carry standard U. S. Air Force markings.

Under regulations now in the process of distribution, ANG aircraft no longer will bear the familiar "Air Guard" designation, which has long identified the aircraft with the state in which it was based.

In the past, the aircraft were identified by state in large lettering on the nose section of the fuselage, such as "Va. Air Guard." In the future, however, that designation will give way to "U.S. Air Force." The standard "USAF" will be the identification on the wings.

The Air Guard identification will be retained on the aircraft by means of a new Air National Guard insignia—20 inches in diameter for fighter aircraft and 30 inches for larger aircraft. The insignia, designed by Lt. Col. Joseph D. Day, chief of the Guard Bureau's Maintenance-Engineering Branch, is a black and white design, showing a Minuteman with two aircraft silhouettes in the background.

"Air National Guard" is printed on the insignia.

The insignia will be placed over the tail numbers on the aircrafts' vertical stabilizer. The name of the state where the unit is located will be painted over the top of the insignia thereby giving the plane its state identification.

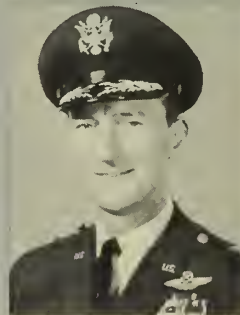
The new markings are a result of experiences of units called to active duty in the Berlin crisis. At that time, the "Air Guard" markings had to be removed and replaced with "U.S. Air Force." The "Air Guard" identification was placed on the aircraft upon the units return to state status.

Officials believed too many man hours were required in changing the markings. In addition, there was a belief that Air Guard aircraft moving to or through overseas locations should be identified as Air Force, rather than Air Guard, aircraft.

If units are activated in the future, they still will have to remove the Air Guard insignia and state identification from the vertical stabilizer.

PEOPLE

BRIG. GEN. WILLARD W. MILLIKAN, ANG, triple air ace and former transcontinental air speed record holder, has been elected president of the American Fighter Aces Association, a national organization made up of active and retired fighter aces of the U. S. The General was also recently named chairman of the Air Force Association's Air National Guard Council for 1963. He will serve as adviser to its president on Air Guard matters. General Millikan, who is associated with the Northrop Corp., completed a year of active duty last year as commander of the 113th TFWg., Andrews AFB, Md. **COL. CLINTON U. TRUE**, USAF, former chief of staff, 5th Air Force Region, has become its commander, succeeding Brig. Gen. Charles M. Young, who retired last December. Graduated from West Point, Class '36, where he was twice picked as All-American (lacrosse) and played football, Colonel True was a bomber pilot during WWII. He holds a Command Pilot rating and has more than 5,000 hours of flying time. **MSGT. CARL W. HARTMAN**, a Florida Reservist, recently was awarded the Air Force Commendation Medal for distinguished service as NCOIC of the 435th Tactical Hospital's Dental Clinic at Homestead AFB, Fla., during the October 1961–August 1962 callup of Reserves for the Berlin crisis. **LT. COL. GENEVA S. DIMITROFF**, a nurse attached to the 9834th Air Force Reserve Squadron at Walker AFB, N.M., is a devoted Reservist. A resident of Clayton, N.M., she makes the 180-mile round trip to attend monthly Reserve meetings at Walker. She spends approximately six hours on the road to accomplish a two hour meeting—and during inclement weather as much as nine hours. The Colonel travels an average of 4,000 miles a year to attend meetings.



Brig. Gen. Millikan



Col. True



Lt. Col. Dimitroff



MSGT. Hartman

BRIEFLY

The 125th Air Transport Squadron, Tulsa, Okla., has challenged a statement in our December issue concerning the Dover to Viet-Nam mission of the 109th ATSq., Chenectady, N. Y. The article stated that the 109th crew may have achieved two records for C-97s recalled during the Berlin crisis—distance flown and cargo carried. The 125th, also recalled during that period, claims a longer mission. Their trip departed Tulsa, to fly the normal MATS route from Travis AFB, Calif., to Tachikawa AB, Japan and return. However, it turned out that MATS had other plans. When they returned 23 days later they found that they had logged 123 flying hours, traveled a distance of 26,175 miles, carried cargo 135,000 ton miles and flown 29,535 passenger miles.

A reorganization of Air Force Reserve troop carrier wings began last month. The new plan is designed to give greater flexibility and combat-readiness to the Reserve organizations. Seven wings not recalled to active duty in the Cuban crisis were the first to change. The other eight wings will go under the new plan on February 11. Each will have self-supporting Air Force Reserve groups in its structure, with the wing headquarters acting primarily as a plans and policy agency and retaining overall command. The concept of each squadron having its own support activities enables greater flexibility of recall.

A Board will convene at ARRC February 18 to consider approximately 300 Reserve 2nd lieutenants for promotion to 1st lieutenant. To be eligible for consideration, officers must hold a promotion service date on or before December 31, 1960, and be in an active status. A similar Board will convene at the Center March 11-15 to consider approximately 4,000 eligible majors not on active duty, for promotion to lieutenant colonel. Eligible officers must have a PSD on or before June 30, 1957 and TYSD on or before June 30, 1943.

Another Board will convene on March 25 at Hq. USAF in Washington to consider all eligible active duty officers for promotion to the permanent grade of lieutenant colonel. This will include warrant officers holding Reserve commissions and all Air National Guard officers (Extended Active Duty and non-EAD). A separate selection board will meet the same date to consider eligible nurses, medical specialists and female officers. Both active and inactive duty officers will be considered. All officers in this category with a PSD of March 25, 1959 or earlier, and a TYSD of June 30, 1946 or earlier, are eligible.

A reminder that Income Tax returns will be due shortly comes from the Air Reserve Records Center which has announced that TD Forms W-2 for personnel assigned to Continental Air Command units will be issued by ARRC on or about January 31. These will cover the period July 1 to December 31, 1962. Forms W-2 for the prior period (January thru June) will be issued by Reserve units under former tax reporting procedures. Reservists are asked not to contact the Center concerning W-2 Forms until after February 1, and queries should be directed to the member's unit for clarification prior to any correspondence with ARRC.

A 28-minute motion picture in color, depicting the role played by the Air Reserve Forces in two emergency mobilizations—Berlin and Cuba—is now in its final production phase. The picture was filmed at various locations throughout the U. S. and overseas. It will be available throughout the Air Force, including the Air National Guard and Air Force Reserve.

Exercise "Timber Line," a joint Army-Air Force maneuver, will lead off scheduled activities for Reserve troop carrier wings during 1963. Timber Line will be held February 9-23 in Alaska and will include 16 Reserve C-119s from the 403rd TCWg., of Selfridge AFB, Mich. The Reservists will be based at Elmendorf AFB, Alaska during the exercise. Also scheduled for this year is Swift Strike III, a joint exercise to be conducted in the Southeastern U. S., August 1-15. It will include some 200 Reserve aircraft as well as other Reserve units. Four more exercises of a similar nature are booked for 1963, with others expected.

QUESTIONS & ANSWERS

I hold a valid Reserve warrant. Am I considered as having a permanent Reserve of the Air Force commissioned grade? No. Both commissioned and warrant officers are included in the general term "officers." When identified specifically as "commissioned" or "warrant" the designation is so limited.

After completing 20 years of satisfactory service either on active duty or as a mobilization assignee, I requested that I be reassigned to NARS. I plan to continue to earn retirement points thru extension courses. Assuming that I meet other requirements, am I eligible for promotion to a higher grade? Yes. To be eligible for promotion consideration a Reservist must be in an active status. This means being assigned to an active program element and accruing at least 15 earned points within your retirement year. Assignment to NARS with participation through ECI courses would fulfill this requirement.

Can a retired Air Force officer or enlisted man become a member of the National Guard? Air Force policy does not permit retired officers to be members of the Ready Reserve. Retired Airmen in highly critical skill areas may be members of the Ready Reserve with Air Force approval. Currently only Flight Engineers AFSC 43174 are approved for the Ready Reserve.

Can an enlisted member of the Air National Guard enter pilot training? Only officers are entered into pilot training. An airman must have two years of college and meet the requirements for officer status to apply for pilot training. He is commissioned before entering training.

Are members of the Reserve components eligible to fly on Air National Guard aircraft? Yes. Reserve component personnel in uniform, with proper identification, may ride as passengers on Air National Guard aircraft, provided the aircraft is on a duly scheduled training flight or on a strictly military mission.

projection 63

Currently, the Air Reserve Forces are riding loftily on the crest of acceptance, the result of years of groundwork in devising programs, polishing methods, and demonstrating willingness and capability.

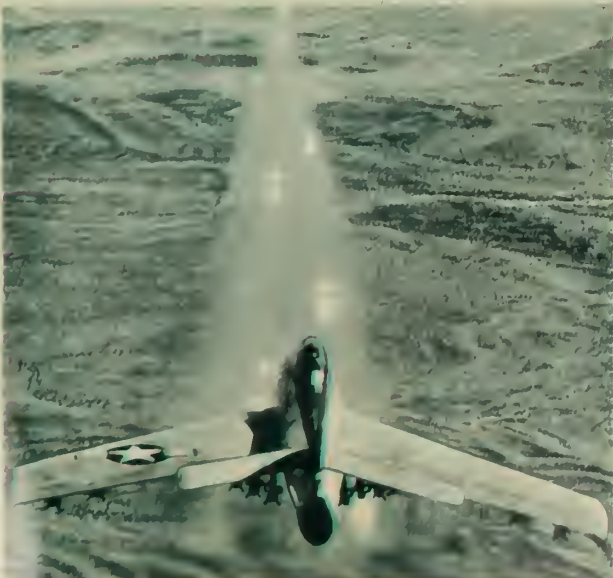
This acceptance forecasts a bright future, but also carries a challenge. Difficult obstacles must be surmounted and it will take all the experience, know-how, and perseverance for which the Reserve Forces are noted, to live up to this challenge.

MORE RESPONSIBILITY is the key to the Air National Guard's future. The Air Force, based on demonstrated capability, is continuing to assign Guard units missions of greater importance. The Guard, in turn, incurs the obligation to develop an even greater degree of capability and professionalism.

Some 8,500 non-prior service men are scheduled to go to Lackland in the next fiscal year for basic training as opposed to 6,500 last year. And many more of these, up to 75 percent are to go to technical training schools. The schools range from 30 days to a full year.

Air transport units will undertake more overseas flights and the Air Guard aeromedical units will receive more of the modern C-121Cs to boost their capability. In the far future there is hope for addi-

One of Air National Guard's force of fighter-bombers, the "Thunderstreak," unleashes its rocket power. Such missions supporting TAC will be maintained in '63.



Successful test drops of Mercury space capsule paved way for like missions with Gemini and Apollo in '63.

tional F-102s for ADC units and perhaps some of the speedy F-105s before too many years have passed. The new Air Guard refueling missions continue to gain steam as more units complete conversion.

Air Guard officials hope to send some commanders and units overseas for training and orientation so that they will not be thrown into a completely strange environment in case of a similar crisis.

After successfully meeting the demands of a difficult mobilization, and taking corrective action to help resolve problems that arose as a result of that mobilization, respect for the Air Guard from the active establishment and from the nation is at an all-time high. Greater support from the gaining commands is assured and Air National Guard can look ahead to a smooth and ever-increasing role in the defense of the nation. This will mean working shoulder-to-shoulder with the active Air Force, performing actual and significant tasks and constantly training to remain ALWAYS READY.

DURING 1963 Air Force Reservists will continue servicing Tactical Air Command under project CON TAC; participate in Swift Strike III; vie in the Troop Carrier and Navigation competitions, and drop more Mercury space capsules. To the latter will be added drops in support of the Apollo and Gemini programs.

There are six thousand aircraft hours programmed for CONAC units to be flown in support of SAGE system acceptance and retrofit tests (Project "Sword Fish"). An increase in money has been approved for mandays and school tours. Ten crews are qualified for nose cone recovery duty, and it is anticipated this number will increase.

For Air Force Reserve's Dispersal, Aircraft Recovery and Reconstitution Program the coming year should prove decisive. Following its "fantastic" performance during the October crisis, it is only fitting that DARR's future be termed "promising."

Policywise, the Air Force Reserve will continue to lean heavily on its Air Reserve Technician program since much credit has gone to the technicians for the smoothness of the recent recall.

The Air Force Reserve's "Big Goal" for '63 includes: (1) increased capability and faster reaction to meet any contingency, (2) a major effort to produce operationally ready units under the 1.35 crew ratio, and (3) to push forward with all possible speed on the Tactical Air Command reorganization of troop carrier units to produce 45 self-sustaining troop carrier groups in the shortest time.

Primary responsibility for approving or disapproving changes in Reserve policy rests directly with the Secretary of Defense. However, the magnitude of such a responsibility demands that several well-informed sources of information be available to the Secretary in order for him to render sound and impartial decisions. The January issue of *The AIR RESERVIST* magazine focused attention on one of these important sources of information, the Reserve Forces Policy Board. This article is devoted to a review of the active forces' voice in Reserve policy as represented by the Defense Secretary's Assistant Secretary for Manpower, and the Assistant Secretary's Deputy for Reserve Affairs.



Robert S. McNamara

A Voice In Policy

WHEN THE SECRETARY OF DEFENSE renders a policy decision pertaining to the Reserve components of the United States' military establishment, it is normally based upon the expert advice of several groups of well-informed and highly experienced individuals, representing not only the Reserve components but also the active military forces.

Assuming primary responsibility for the compilation of such information is the Assistant Secretary of Defense (Manpower) Mr. Norman S. Paul and his deputy assistant Secretary of Defense (Reserve Affairs), Col. James F. Hollingsworth, U. S. Army, is currently serving in this position.

The office of Mr. Paul's Deputy for Reserve Affairs is a small one in terms of the size of his staff, but the job it does is vital to the Reserve Forces programs of all the services. Within the office are representatives of the Army, Navy and Air Force. In addition to serving as a working staff, each one also acts as a contact point and liaison man with his own branch of service.

In effect, this office is the funnel into which is poured each of the Reserve problems and programs

of the various military services and out of which come the solutions, the policies and the overall OSD programs on which the components' programs are based. Here also is the point at which proposed legislation on Reserve Forces must be reviewed, farmed-out to the military departments for review, and reworked so that such legislation would provide optimum effectiveness in accomplishing the overall Defense task.

The austerity of Mr. Paul's Reserve Affairs staff makes for a simplicity which enhances its effectiveness. Its dependence on the military departments for spade work and basic data assures that proposals which originate here incorporate the thinking of the services which must use the end product of those proposals. Neither does this office neglect the attitude of the people who must implement new or altered policy.

The functional areas of the Reserve Affairs office include procurement, administration and training; compensation and allowances; morale and welfare; ROTC; manpower requirements, and mobilization.

In the discharge of these responsibilities, Colonel Hollingsworth and the members of his staff prepare, coordinate and supervise plans and policies, both statutory and administrative, pertaining to Reserve Forces and ROTC programs. His office evaluates service Reserve manpower requirements, construction programs, budget estimates, financial apportionments, program changes to five-year force structure, mobilization requirements and procedures. The office also issues guidance to services and recommends desired end strengths.

While responsibility for the decisions concerning Reserve policy matters rests primarily with the Secretary of Defense, those decisions take into consideration the professional guidance of such groups as the Office of the Assistant Secretary of Defense (Manpower); the Deputy Assistant Secretary of Defense (Reserve Affairs), and the Reserve Forces Policy Board (see the Jan. '63 issue).



Mr. Paul



Col. Hollingsworth

Though most Air Reservists fly the heavies, the safety factors—air and ground—are basically the same for private aircraft. CAP pilots can use some tips from the professionals.

Civil Air Patrol News

THE CIVIL AIR PATROL—a liaison between the Air Force and general aviation—is looked to for leadership in reversing the unchanging year-to-year accident rate of nonmilitary aircraft. This observation, made almost two years ago by the Flight Safety Foundation of New York at the first National CAP Aviation Safety Seminar, still holds true.

Capt. Charles W. Burkart Jr., chief of safety at CAP's national headquarters, Ellington AFB, Tex., recently expressed the desire and need for Air Reservists in the know to give an assist to their partners in aviation. "But this is one of those things," the safety officer said, "that would have to be worked out between the CAP units and Reservists on a basis of mutual desire to be of service to the national safety program."

Considering the number of sorties and hours flown each year by CAP pilots, the accident rate is not alarming but *any* accident rate is high to a safety officer—especially when so many accidents are caused by a lack of understanding, or carelessness of the pilot, Burkart declared.

It is practically impossible to compare the CAP accident rate with that of general aviation, according to Captain Burkart, because CAP members are required to report even the slightest aircraft damage; in general aviation, only "substantial damage" is normally recorded.

Reserve pilots are not light-aircraft pilots as a rule but they are still concerned with safety; and the same rules apply whether the bird is a C-119 or a Cessna 140. The professional experience of Reservists could be used to great advantage by CAP units operating aircraft, the safety officer suggested. The safety program of nonmilitary (general) aviation can be greatly enhanced by a joint effort.

Excellent literature on aviation safety is published by the Air Force and is available to Reservists. Among the monthly publications are "Aerospace Safety," "Aerospace Accident and Maintenance Review," and

"MATS Flyer." The U. S. Army publishes "U. S. Army Aviation Digest," while the Navy distributes an excellent monthly called "Approach."

The CAP headquarters safety office publishes two monthly bulletins, "Ground Safety," and "Flying Safety" plus a quarterly "Accident Briefs." These CAP-USAF publications go to all CAP units, Air Force liaison officers, various private corporations,

The careless tying down of light aircraft on the ground can lead to costly accidents such as this one. The majority of such accidents can be avoided by the application of established regulations.



the National Safety Council, and state aviation officials.

There is a wealth of helpful information in these publications useful to CAP and Air Reservist aviators; practical suggestions for reducing waste through mishaps occurring principally on the ground through simple carelessness.

Pilot error is blamed for most accidents as borne out by records in CAP's national safety office.

"Air Reserve and CAP pilots alike can benefit by taking annual check-up rides with highly qualified instructors, letting them point out bad flying and ground-care habits which may have been formed unconsciously," Burkart suggested.

The mission of CAP in the field of general aviation safety is to set itself up as an example for other private pilots to follow, the officer said. "Neatness and security on the ground is parallel in importance to cautious,

rule-observing performance in air." As an example, he cited the importance of filing a flight plan when taking a trip; the few minutes it takes may mean the difference between life and death, or aggravated injury exposure if forced down en route.

"An overdue plane gets prompt attention from monitoring points," Burkart said. "If you're on the books, it won't be long before CAP or a flying sheriff's outfit is up to find you."

With CAP already working with Air Reserve units in the emergency recovery program, it has been suggested that further coordination could be directed toward training in air and ground safety. Reservists who have knowledge and experience might offer their services to their local CAP units. CAP's chief of safety said Reservists can earn points toward retirement by assisting CAP in the accident prevention programs. (S)

April 1962 issue, *The Air Reservist*.

Lectures, briefings and actual courses could be set up to train pilots on certain "tricks of the trade" learned through the experience of Reservists with many flying hours under their belts.

Reservists could offer their services to the CAP program by attending CAP wing staff meetings and discussing the program with wing administrators, Burkart suggested.

It is through "aircrew professionalism" and flight safety surveys that the Air Force has been able to reduce the accident rate; planned professional approach to accident prevention is the key. The CAP-USAF safety officer believes that much of this professionalism can be transmitted to CAP aviators by the Air Force-trained Reservists, and the combination will lend itself as a vital contribution to CAP's program of accident prevention in general aviation.

There would not be approximately \$1.5 billion for space research and development in this year's budget if the Executive and the Congress did not agree that there is a role for the military in space.

Dr. Edward C. Walsh / *Executive Secretary, National Aeronautics and Space Council*

TACTICAL NUCLEAR WEAPONS are little understood. Soviet strategists have been quoted as saying that "nuclear weapons already constitute the foundation of firepower for all types of armed forces."

That there are various kinds of nuclear weapons is not widely understood by the general public. To many people a nuclear weapon is a nuclear weapon—and it is symbolized frequently in cartoons as a giant as tall as a skyscraper.

There is a vast but not widely understood distinction among various types of nuclear weapons that are theoretically possible. A hypothetical example: The difference between a .01 kiloton weapon and a 100 megaton weapon would be profound, and yet both would carry the nuclear label. The former would be 10 million times less powerful than the latter, and only 2 times more powerful than the conventional World War II blockbusters. In the popular image, however, the tactical nuclear weapon is often equated with the super-bomb.

It is not necessary, nor is it desirable to wreak indiscriminate havoc and destruction in order to neutralize or destroy military targets in limited war. Modern delivery systems make it possible to achieve great accuracy in placing weapons on target and technology has made it possible to tailor the size of the nuclear yield to fit the situation. The basic target system for nuclear weapons, as in all conflicts, is the enemy's military capability—his troop concentrations, logistics facilities, air bases, attack routes, and the like.

When authorized by the President, the introduction of appropriate-sized nuclear weapons could insure an early termination of hostilities, reduce casualties among American and friendly forces, and limit, not expand, the amount of economic disruption and destruction that has always been associated with prolonged campaigns.

PRIMARY AEROSPACE FORCE. That the Air Force has become the primary aerospace force of the Nation was clearly indicated by the Secretary of the Air Force in a talk to the National Rocket Club. Excerpts:

"No job in military history, or even in the whole fantastic record of Twentieth Century exploitation of technology, seems to me to equal the job that was done in bringing the strategic missile force into being—Atlas, Titan, Polaris, and Minuteman. . . .

"The Air Force missile work provided much of the technology base for space flight. Military-developed boosters have lifted virtually all the U. S. devices into orbit.

"Now, approval by the Secretary of Defense of the development of Titan III, which combines liquid and solid fuel technologies, starts a new big step for the military from ICBM's to a true space booster.

"The space program of the Department is almost entirely the responsibility of the Air Force. As you

know, it is a very large and very important program. The Department of the Air Force is responsible today for supporting nearly 25 percent of the entire Federal budget, not just in Defense, but overall, and the Air Force supports about this fraction of all research and development in America. At least 40 percent of this effort is devoted to space programs and projects in the Department of Defense."

ARMS CONTROL. In a thought-provoking article on arms control in the December *Air Force Space Digest* magazine, Maj. Gen. Dale O. Smith writes:

"One presumed drawback to a bomber strategy is the slow time of flight as compared to a missile. Some argue that this slow delivery time is what consigns the bomber to a first-strike category, that it would have to get started before the other side was aware that a decision for war had been made. But in our hands, since our political policy is to withstand the first blow no matter how we are armed, the slowness of the bomber is not particularly significant. As a second-strike weapon, the bomber will reach and destroy enemy launch pads long before a second enemy missile can be wheeled into place and the countdown completed for a second wave assault. Considering this, it would seem that a nuclear bomber might more accurately be categorized as a second-strike weapon, if such categorization is feasible at all."

PUBLIC RELATIONS and U. S. security. Among comments on a report of a senior officer board studying qualitative educational requirements for the Information career area were these by two retired Air Force generals.

Lt. Gen. Ira C. Eaker said: "I am greatly reassured that a board of senior Air Force officers such as yours has taken the time and trouble to recognize the importance of public relations to the security of our country, and to the Air Force and its mission. It is reassuring to me as a citizen to see this very important phase of military life at last being recognized for its true worth and significance."

Said Gen. Thomas D. White, former Chief of Staff: "I believe no more important career area exists than the Information field."

**Air
Force Point
Of View**

reserve



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① "Individual Survival and Recovery," CONAC Course No. 45-002, is the topic of conversation every Wednesday night for 90 Reserve officers of the 9356th AFRS, Canoga Park, Calif. Lt. Col. Amos Fowler, commander, uses a Stereographic Projection World map to illustrate an important point. ② Attentiveness is registered by MSgt. Anthony J. Pirrera (l) and SMSgt. Olen B. Brock (r) during recent semi-annual meeting of MATS Reserve Forces Policy Committee held at Scott AFB, Ill. Pirrera, 7th Aero-medical Evacuation Group, of Coraopolis, Pa., and Brock, 128th Air Transport Squadron of the Georgia ANG at Marietta, Ga., represent two-thirds of enlisted members on the committee. MSgt. James E. Asbury of St. Louis, is not shown. ③ Admiring their new 1st lieutenant bars are five flight nurses assigned to the 103rd Aeromedical Evacuation Flight of the 111th Air Transport Group, Pennsylvania ANG. The five, all registered nurses, are (l-r) 1st Lieutenants' Sarah Fenner; Carol Vincent; Barbara Murphy; Elsie Jane Murphy; and Carol Murphy. Barbara and Carol Murphy are twins. Elsie Jane is no relation. ④ Air Guardsmen of the 125th Air Transport Squadron, Tulsa, Okla., who made an around-the-world flight last November (see January Air Reservist) while delivering 14 cattle to Afghanistan, have received letters of appreciation from U.S. Ambassador to Afghanistan John M. Steeves. General LeMay added his congratulations as did Maj. Gen. D. W. McGowan, Chief of the National Guard Bureau. Front row (l-r): Lt. J. W. Latimer; Lt. D. E. Anderson; Capt. J. P. Rowe; Maj. F. L. Slane; Capt. J. W. Morgan Jr., and Capt. B. E. Walls. Standing (l-r) are: SSgt. R. B. Smith; MSgt. T. I. Tucker; MSgt. H. J. Roberts; MSgt. J. C. Dodson, and CMSgt. W. A. McLeod.



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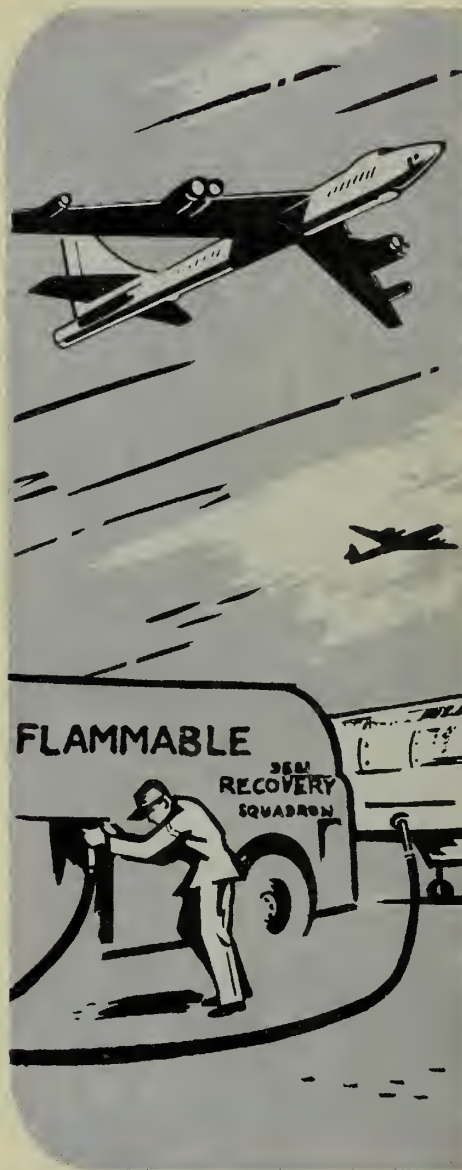
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THE OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES

**AIR FORCE RESERVE
CIVIL AIR PATROL AIR NATIONAL GUARD**

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Our cover calls attention to USAF's Reserve Recovery Program. In its formative stage it proved a sound investment in the national concept of "total force" deterrent strength.

BOARDS

Selection boards will convene at Headquarters USAF on April 8, to select and recommend regular and Reserve warrant officers for permanent promotion to grades of CWO-2, 3 and 4.

The boards will consider regular Air Force warrant officers serving as warrant officers and those serving on extended active duty as Reserve commissioned officers.

Reserve warrant officers to be considered include those serving on extended active duty as warrant officers who have Reserve and Air National Guard warrant appointments; and AFRes and ANGUS warrant officers not on extended active duty in that category. Warrant officers who do not have Reserve warrant appointments will not be considered.

The CWO-2 board will select only those officers with a permanent date of rank or promotion service date on or before June 30, 1961. CWO-3 and CWO-4 selection requirements include a date of rank or PSD on or before June 30, 1958.

Quotas for promotion under this action have not been announced.

A Board will convene at the Air Reserve Records Center May 6-17, to consider approximately 6,300 lieutenant colonels, both on and off extended active duty, who are eligible for promotion to the grade of colonel (over-all vacancies). To be eligible, officers must hold a PSD on or before June 30, 1958. Eligible officers are encouraged to submit communications under the provisions of Sec. 8362, Title 10, USC, and para. 3, AFR 45-16. They should write to: President, Air Force Reserve Selection Board, Air Reserve Records Center, 3800 York St., Denver 5, Colo. All communications must arrive prior to date board convenes.

A total of 1,112 non-active duty captains have been promoted to the permanent grade of major in the Air Force Reserve. Promotions of those selected will be accomplished by Headquarters, Air Reserve Records Center. Effective dates for most of the promotions will be during calen-

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dar year 1963, with some not becoming effective until 1964, and a limited number of nominees getting retroactive promotions to their new grade. A total of 1,725 captains were considered by the board that convened at the Air Reserve Records Center last December. In addition to those selected, there were 336 eligibles deferred for the first time and 277 for the second time.

SCHOOLS

The fastest guns in the Guard

are now practicing their quick-draw in their own school at Portland, Ore.

The new school for Air National Guard Radar Intercept Officers was established at Portland International Airport in July 1962. The first class was graduated in January 1963.

Instructors were transferred from James Connally AFB, Tex., where the Air Force RIO school there was closed. Five additional F-89J two-jet "Scorpion" fighter-interceptors were assigned to the 123rd Fighter Interceptor Squadron of the Oregon ANG, together with an increase in support personnel.

Chief instructor is Capt. Harry Hines, chosen RIO of the year in 1962 by the Night Fighters Association in annual convention.

Brig. Gen. G. L. Doolittle, commander OAG, is school commander. Maj. James Thomas is commander.

Students include mostly second lieutenants who have completed ROTC courses and won their navigator wings, a prerequisite for the school. They get 462 hours of training in an intensive 15-week course including about 50 hours flying time.

Portland was chosen for the school after a survey of all ANG bases, partly because about 75 percent of flying time logged there is on actual instruments. Efficiency and cooperation of the civilian traffic control organization is outstanding. Radar and navigation aids are of the best.

The radar environment encountered passes SAGE and manual control over land and with picket ships at sea. Ocean firing ranges are available and extensive military and civilian facilities are available for recovery of aircraft in all kinds of weather.

The quality of the RIO training was attested in December, 1962 when Capt. James R. Alley, of the 123rd FS, found his aircraft on fire and alerted his RIO student, 2nd Lt. John L. Loacker. The two officers rode the burning plane down to a perilous 500 feet trying to guide it to an open area before ejecting. Both landed safely.

The Extension Course Institute reminds its Reserve students that June 30 is an important deadline for many of them. It is the date they must complete their ECI study for the year to obtain the desired points. (Reservists on inactive duty gain one credit point for their Reserve program for every 3 hours of ECI study they complete.) The Institute urges Reservists to schedule their study for the next months to insure completion prior to their anniversary date. ECI has activated new courses in three different career areas. These courses are in the maintenance, comptroller, and medical career fields, respectively.

FLYING

Flying status orders for

any Air Force Reserve officers were terminated on March 9, 1963.

Authority for automatic termination of flying status orders for officers assigned to positions requiring a current aeronautical rating is para. 13, AFM 35-13, Sept. 10, 1962, Flying Status, Aeronautical Ratings, Designations and Jump Status.

For Reserve officers not on extended active duty on September 10, 1962, flying status orders terminate on March 9, 1963, provided they had not performed rated duties within the past year (since March 10, 1962).

For all others, flying status orders terminate one year following discontinuance of extended active duty or one year from date of last assignment to a rated position.

Air Reserve Records Center will terminate the flying status orders of all rated officers assigned to ARRC, (Non-Affiliated Reserve Section, Ineligible Reserve Section, Inactive Status List Reserve Section), as they meet the above criteria.

Termination of flying status orders is an administrative action that indicates an officer has been retired, ceases to hold a valid commission in the Air Force or its Reserve components or has not performed rated duties within the past year. Termination of flying status orders under the above should not be confused with a suspension of flying status orders which would indicate removal for a cause. Termination of flying status orders does not affect previous awards of aeronautical ratings.

If an officer whose flying status orders have been terminated seeks a rated position in a Reserve unit and the unit commander recommends his assignment, flying status may be restored. Restoration is contingent upon his assignment to the rated position and approval by Hq. CONAC.

CONFERENCES

"An experiment in personnel management," is the term used by Brig. Gen. I. G. Brown, assistant chief, National Guard Bureau for Air, in opening the first meeting of the Air National Guard's Air Technician Advisory Committee in January.

The "experiment" is an attempt by the Bureau to get help from the field in managing technician personnel problems occurring at ANG installations and for the committee, as representatives of the field, to obtain a more complete understanding of the problems the Bureau faces at the Pentagon level.

The committee's job is first to evaluate requests for changes or additions in the air technician program from the field but also, and just as important, the group's job is to help the Bureau substantiate each request it approves. Armed with these recommendations, the Bureau hopes for greater success, as General Brown stated, "... in convincing the review authorities of the Air Force, the Department of Defense, the Bureau of the Budget and both houses of Congress, that our civilian personnel program is the most economical and the best answer to maintaining the capability of the Air National Guard."

The committee is made up of representatives from 20 of the technician career areas in the Air Guard including aircraft maintenance, weapons,

see next page

Flanked by Maj. Gens. Winston P. Wilson (right) and George J. Hearn (Ga. ANG), Brig. Gen. I. G. Brown, asst. chief, NGB for Air, chairs Feb. ANG conference.



Reserve Brig. Gens. informed of promotion at ROA meeting (l-r) Joseph Lingle, Roger Smith, Charles Heidingsfelder Jr., John Lang Jr., Donald Campbell, and James McPartlin.





Judges (l-r) M/Gs N. Tidwell, A. Kuhfeld, B/G T. King, preside at moot training session of Reserve Court of Military Appeals.



Air Guardsmen load 146th ATransWg., C-97, Van Nuys, Cal., for mercy airlift of goods from L.A. to its Sister-City, Salvador, Brazil.



Fellow F-100C pilots congratulate Capt. J. Youngblood (top) as landing marks five safe flying years for 184th TFGp., Kansas ANG.

scanning

supply, communications, etc. Members range in rank from brigadier general to major. Each was hand-picked by the Bureau, upon nomination by his state, on the basis of personnel management capability.

The ANG Commanders' Call Conference followed in February, drawing approximately 500 Air Guard commanders to Savannah, Ga. The purpose was to bring them up-to-date on ANG plans and programs during the current and next fiscal year.

General I. G. Brown served as moderator for the two-day conference. In his opening address, he emphasized that the Air Guard's role had gained increasing importance in the past two years because of the Berlin and Cuban crises.

"The Air Guard," said General Brown, "is now considered a deterrent force against both limited and general war. No longer is it a force to be used only in the event of war. Rather, it is an in-being force which the Air Force and Department of Defense have come to recognize as an organization capable of immediate response."

"Improving the manning of the Air Guard is one of the essential steps necessary to maintain this nation's ability to deter a war."

"As President Kennedy explained after the Berlin call-up, the men were mobilized to 'Prevent a war, not to fight one.'"

Air Reserve Forces News

Maj. Gen. Winston P. Wilson, deputy chief of the National Guard Bureau, outlined some of the problems facing the Air Guard by underlining the shortage of equipment and the need for personnel.

"Because a large number of pilots remained on active duty with the Air Force following the Berlin mobilization," said the general, "the Air Guard now needs approximately 300 pilots. In addition, there is a critical shortage of experienced airmen, many of whom also remained on active duty. The Air Guard will have to 'live with' equipment shortages for some time to come. A large number of F-4F aircraft were retained by the regular establishment following the Berlin mobilization, and these planes will remain with the active Air Force for quite some time before they are returned to the Air Guard. In the meantime, there appears to be no immediate solution for obtaining aircraft replacements."

To meet the personnel needs of the Air Guard, commanders will have to recruit approximately 5,000 men and will retain their present personnel strength by May 1, Raymond Higgins, the Bureau's air personnel chief, said the conferees.

Shortly following Air National Guard's conference, the Reserve Officers Association conducted its Midwinter Council meeting in Washington, D.C.

The conference held last month was attended by active and Reserve leaders from each of the services. Also, for the first time, representatives of the Inter-Allied Confederation of Reserve Officers (CIOR), led by its president, Prince Peter of Greece, were in attendance.

Prominent Air Reserve Forces speakers at the two-day conference were Lt. Gen. E. J. Timberlake, commander, Continental Air Command, Maj. Gen. Curtis R. Low, assistant chief of staff for Reserve Forces, and Mr. John A. Lang, deputy for Reserve and ROTC Affairs.

The immediate need for an improvement in the manning situation brought the following statement from General Low: "I believe the answer lies principally with the individual commanders and the members of

each unit. No amount of advertising, publicity, machine runs, pamphlets, referrals, or whatever, is going to cure the problem. The local commanders and their people must get out and do a person-to-person selling job, not only on each qualified prospect but, more important, on the trained men we must retain."

General Low called upon the ROA to assist in lessening existing reluctance on the part of employers and families to allow Reservists to be active in a fast reaction Reserve Force.

Mr. Lang, after touching on the three major problem areas (planning, manning and equipping,) summed up his remarks by presenting the challenge that faces all Reservists, that of maintaining the kind of readiness posture exhibited by the Reserve Forces during Berlin and Cuba.

And General Timberlake stressed the need for a, "... better interface with the programmed regular establishment of the present and future," suggesting that the method of achieving this common boundary between the Regular and Reserve forces will rest on the Reserve Forces contributing more to the development and extension of military policy.

TRAINING

Updated "combat readiness" is required by our modern Air Force programs. This requires flexibility. Rapid changes in weapons systems and related techniques make continuous training mandatory.

Air Force Regulation 50-11, revised last November, is directed towards "readiness," and affects every member of the Air Reserve Forces.

Lt. Col. Edwin V. Balch, chief of Reserve training, Plans and Programs Division for Hq USAF, emphasized the need for the revision.

"Primarily what we attempted to accomplish with this rewrite of AFR 50-11 was to iron out some of the problems that were brought to our attention during the Berlin contingency and the early days of the Cuban mobilization. One example is the non-standard administrative procedures that were utilized in the Reserve Forces as compared to those of the active establishment.

"Actually, we found that we had in effect, two sets of books. The Reserve Forces were using one form and the regular establishment another. Naturally, when the Reservists came on active duty, everything was necessarily aligned with the active establishment. AFR 50-11 is an attempt to simplify and standardize procedures for training and administration of the Reserve training program by aligning it with that of the regular establishment."

The revision describes the various actions involved in training individuals to meet Air Force requirements in areas of counseling, training, and testing toward attaining or maintaining readiness and career progression appropriate for each individual. It defines each of the actions required and delineates the responsibilities for carrying them out.

It states that the training of Reservists to fill mobilization positions must be tailored to refresh and increase the prior knowledge and skills of individuals assigned or being assigned to positions within the mobilization requirement. This training follows active establishment methods.

Individual training includes technical, professional abilities, and the military capabilities of the individual. It applies to both the regulars and the Reserves. Its purpose as applied to the Air Reserve Forces is to fill the Air Force needs for a special kind of manpower in reserve to produce personnel who are both fighting men and technicians. They are trained in the intricacies of modern warfare, and are ready and willing to enter the active military service on a moment's notice. They also are capable of growth to meet demands of an ever-changing technological military world.

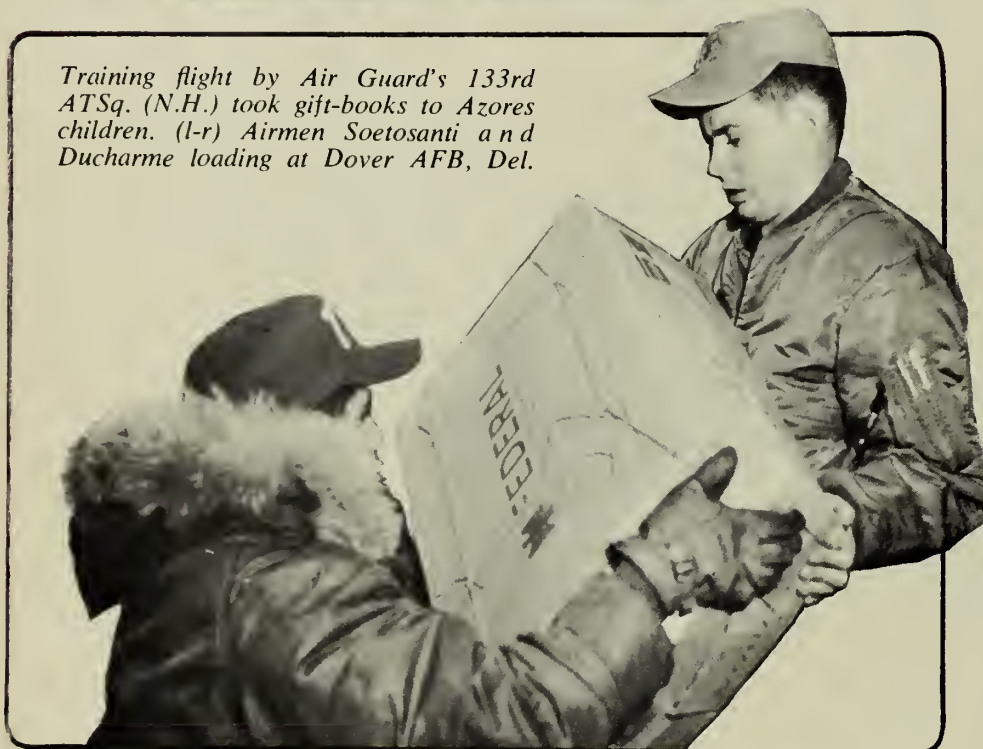
The very nature and purpose of individual Reserve training requires a systematic procedure. This includes determining needs, providing training outlines, training, and recording training by defining the scope and level of acquired skills and knowledge attained. It requires ready access to documentation that clearly defines the individual's level of skill and ability to perform the duties immediately upon mobilization.

see next page

Maj. James Thomas instructs 2nd Lt. Gerald Spehar at ANG's new Radar Intercept Officer school, Portland, Ore. Students get "live" training in F89J jets.



Training flight by Air Guard's 133rd ATSq. (N.H.) took gift-books to Azores children. (l-r) Airmen Soetosanti and Ducharme loading at Dover AFB, Del.



MSgt. John Mills (one of over 700 Guardsmen) gets S. Carolina's Exceptional Service Medal for Berlin crisis duty. (r) Lt. Col. Robert Corbett.

An item of primary importance in the revision is the rating system for airmen, AF Form 75, "Airman Performance Report." This is to be accomplished on all actively participating Ready Reserve airmen in accordance with AFM 39-62.

Every man is entitled to his day in court. The military life is no exception. In keeping with this, members of the Air Force Reserve assigned to The Judge Advocate General's Department participate in a continuous training program designed to keep them knowledgeable in military law and procedures. The basis for the training program is the "on-the-job-training" principle. Reservists review actual legal problems and cases during their periods of training. This applies both to military justice (court-martial work) and to civil law matters affecting the Air Force. This training paid off in a big way during the Cuban crisis. JAG Reservists were on the job long before sunup on the first morning, providing legal aid and assistance to Reservists.

In keeping with this program, Reservists assigned to the Military Justice Division, OTJAG, Hq., USAF, have reviewed a record of trial by court-martial, prepared briefs and made arguments before a "Reserve Court of Military Appeals" on February 26, 1963. In actual practice, the United States Court of Military Appeals is comprised of three civilian judges. The Court is sometimes referred to as the Supreme Court of the courts-martial system. However, for this training period, the judges of the bench were Maj. Gen. Albert M. Kuhfeld, USAF, The Judge Advocate General, Maj. Gen. M. R. Tidwell Jr., USAF, the assistant Judge Advocate General, and Brig. Gen. Thomas H. King, mobilization assignee, assistant JAG.

The Reservists preparing the Government's side of the case were Lt. Col. Fred Smithson, Lt. Col. Joseph F. Ryan, Capt. Fred Freedman, Capt. Phillip Zeidman, Capt. Valentine Grundaman and Capt. Kenneth Eliasberg. Those preparing the defense's case were Reservists, Lt. Col. Sidney Ulmann, Maj. Edward Aptaker, Maj. Eugene Shora, Maj. Warner Strupp, Capt. Thomas Garrett, Capt. William Tennant and Capt. Bernard Wray.

The case cited as U.S. v. Albad was chosen because of the number of interesting legal questions presented on appeal. Previously the Reservist's acting as counsel argued the case before a Reserve Board of Review

scanning Air Reserve Forces News

composed of three senior Judge Advocate Reservists. After hearing oral argument by counsel the Reserve Board of Review reversed the decision of the court-martial which originally tried the case at base level. It was then certified to Reserve Court of Military Appeals for training.

More than 5,000 Standby Reserve officers of the various Services have volunteered for duty with state and local Civil Defense activities since the Department of Defense approved of their support last year.

Of the volunteers, more than 3,600 have already been processed by CD regional offices. It is expected that requirements may approach 10,000 following a full review of the program.

CD officials in Washington indicated that the best procedure for a Standby Reserve officer to join is to make his availability known to his local CD director who is authorized to forward the request for assignment to the appropriate regional office.

Wanted are officers with planning, executive or administrative experience in almost all of the specialties common to the military services—particularly in the engineering, operational, intelligence, communications, transportation, and logistic fields.

The following maximum numbers of retirement credit points may be awarded for the service: 2 in any one day; 3 per week; 6 per month; 13 in any quarter, and a maximum of 60 per retirement year.

SAFETY

Last year was the safest flying year in Air National Guard history, according to information released in February at the ANG Commander's Conference.

During the past calendar year the Air Guard flew 318,601 hours and had an accident rate of only 7.85 per 100,000 flying hours, Maj. Robert D. Waller, flying safety officer with the National Guard Bureau, reported.

The 1962 major accident rate compared favorably with 1961 when the Guard had 13 accidents per 100,000 flying hours.

Waller also reported that Guardsmen in 1962 flew the T-33 jet trainer more than 36,000 hours without a single major accident.

The Guard's 1962 accident record was slightly higher than the Air Force rate of 5.7 accidents per 100,000 hours, Waller said. However, he explained that Air Guard flying was accomplished primarily in jet aircraft where accidents normally occur with greater frequency than they do with propeller driven aircraft.

Material failure caused 52 percent of the 25 accidents the Guard had.

Waller reported that 10 of the 12 ejections from disabled aircraft during the year were successful. He emphasized that 8 of the ejections were below 1,000 feet altitude. Six of the eight were successful, he said, including one on the ground.

Named were 62 units which had flown without an accident during 1962. Representatives from these units received citations from Maj. Gen. Winston P. Wilson and Brig. Gen. I. G. Brown.

Units were: 117th Tactical Reconnaissance Group, Birmingham, Ala.; 189th TacReconGp., Little Rock, Ark.; 144th Air Transport Squadron, Anchorage, Alaska; 161st Air Transport Group, Phoenix and 162nd Fighter Group, Tucson, Ariz.; 129th Troop Carrier Group, Hayward, 144th FGp., Fresno, 163rd FGp., Ontario and 146th ATGp. (2 squadrons), Van Nuys, Calif.

Also: 166th ATGp., Wilmington, Del.; 116th ATGp., Marietta and 165th ATGp., Savannah, Ga.; 124th FGp., Boise, Idaho; 126th Air Refueling Group, Chicago and 182nd FGp., Peoria, Ill.; 122nd Tactical Fighter Group, Ft. Wayne, Ind.; 132nd FGp., Des Moines, Iowa; 184th TFGp., Wichita and 190th TRGp., Hutchinson, Kan.

Also: 123rd TacReconGp., Louisville, Ky.; 159th FGp., New Orleans, La.; 101st FGp., Bangor, Me.; 135th TCGp., and 175th TFGp., Baltimore, Md.; 102nd TFGp., Boston and 104th TFGp., Westfield, Mass.; 110th TacReconGp., Battle Creek and 191st TacReconGp., Detroit, Mich.; 133rd ATGp., St. Paul and 148th FGp., Duluth, Minn.; 183rd

Aeromedical Transport Sq. (AMTSq.), Jackson and 186th TacReconGp., Meridian, Miss.; 139th ATGp., St. Joseph, Mo.; 157th ATGp., Manchester, N. H.; 106th Aeromedical Transport Gp. (AMTGp.), Brooklyn, 109th ATGp., Schenectady, N. Y.

Also: 108th TFGp., McGuire AFB, 150th AMTSq., Newark and 177th TFGp., Atlantic City, N. J.; 152nd TacReconGp., Reno, Nev.; 156th AMTSq., Charlotte, N. C.; 119th FGp., Fargo, N. D.; 121st TFGp., Columbus and 160th Air Refueling Group, Wilmington, Ohio; 137th ATGp., Oklahoma City and 138th ATGp., Tulsa, Okla.; 111th ATGp., Philadelphia, 140th AMTSq., Olmstead AFB and 147th AMTSq., Pittsburgh, Pa.

Also 143rd TCGp., Providence, R. I.; 114th FGp., Sioux Falls, S. D.; 118th ATGp., Nashville, 134th FGp., Knoxville and 164th ATGp., Memphis, Tenn.; 147th FGp., Houston and 149th FGp., San Antonio, Tex.; 151st ATGp., Salt Lake City, Utah; 158th FGp., Burlington, Vt.; 167th AMTSq., Martinsburg, W. Va.; 115th FGp., Madison and 127th ARGp., Milwaukee, Wisc.; 187th AMTSq., Cheyenne, Wyo.

MISSIONS

Early Sunday morning, December 30, 1962, a C-97 loaded with nearly 15,000 pounds of food, medical supplies, clothing and toys, departed Van Nuys, Calif., bound for South America on a special mission. These much needed goods were gifts from the citizens of Los Angeles to their sister-city, Salvador, Bahia, Brazil. The material was being airlifted to Sister Irma Dulce's sanitarium, the "Albergue Santo Antonio"—where each year thirty to forty thousand hungry, sick, destitute and needy Brazilians receive food, shelter and medical attention.

This humanitarian mission also provided dollar-saving training for the 146th Air Transport Wing of the California Air National Guard. Gen. Robert D. Campbell, commander of the 146th, realized the value of this

see SCANNING page 14

how it pays off

AIR FORCE RESERVISTS from practically every state in the nation are in a constant state of readiness to respond to local or national emergencies — their augmentation capabilities ranging from support during an all-out nuclear encounter to that required by a contingency type of action. These Reservists are members of Air Force Reserve's Recovery Program.

Atomic power and the consequent possibility of a nuclear exchange led military strategists to analyze the potential effects of such a war and to develop a recovery concept designed to expedite the reconstitution of Air Force's capabilities during and after an attack.

The overall Air Force recovery concept evolved as a three part plan, time-phased in relation to a nuclear attack. The first, or pre-attack phase considers those actions which can be taken to reduce the potential damage level, and are to be accomplished by the active Air Force as part of their normal operations. The second phase—the attack phase—considers those actions which can be taken to minimize the immediate effects of a nuclear attack. The requirements of this phase also could be accomplished best by the active forces with their established disaster control teams.

The need for additional help became increasingly evident as the requirements of Phase Three, the post-attack period, were considered. The post-attack phase considers those tasks which must be accomplished during and immediately following an attack to recover residual Air Force resources and to reconstitute an effective Air Force capability. Included in this phase are tasks such as the support of aircraft and aircrews which land at recovery bases after completing combat missions or as a result of dispersing from their home bases; the evacuation of residual personnel and materiel from disaster areas; the concentration of residual resources at recovery bases for rehabilitation, inventory, and redistribution; the reconstitution of decimated units and establishment of re-

placement units from residual resources; the re-establishment of communications and transportation systems, and general rehabilitation.

As the Recovery concept developed it became obvious that large numbers of Air Force Reservists were strategically located, previously trained in Air Force specialties, and immediately available in the event of attack, to perform a major portion of the recovery and reconstitution effort. To incorporate this Reserve potential in the Recovery program, significant changes were made in the Air Force Reserve Individual Training program, under the Revised Management Plan.

However, since the Recovery concept was new and there was no established precedent for this type of unit and no training manuals to go by, seven "pilot" or experimental recovery groups were established on September 1, 1960, for the purpose of identifying and if possible resolving problem areas.

The pilot recovery units were given very little assistance in the way of equipment, facilities or financial support. They were given a mission—they were told how important that mission was, and they were told to use their own initiative, ambition and native capabilities to get the job done. Although this was an unusual and most unorthodox approach to developing mission effectiveness, the results exceeded expectations. The pilot units not only were successful in recruiting personnel and organizing their resources, they formulated logical and effective training programs and within their test period developed capabilities for supporting recovery requirements.

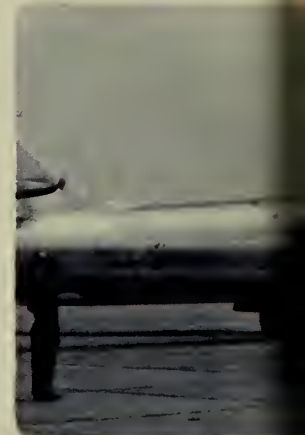
Based on the results of the nine-month test program, 75 more Air Force Reserve Recovery Groups and 200 squadrons came into being on or shortly after July 1, 1961. Today, although the complete program is still new, the Air Force has in fact, the basis for a substantial recovery and reconstitution potential.

Last year's crisis in the Caribbean saw many of these recovery units voluntarily add their abilities and resources in support of Tactical Air Command, Air Defense Command and the Strategic Air Command. When SAC, TAC and ADC aircraft arrived at many civil airfields, Reserve recovery units were called on to assist in giving support.

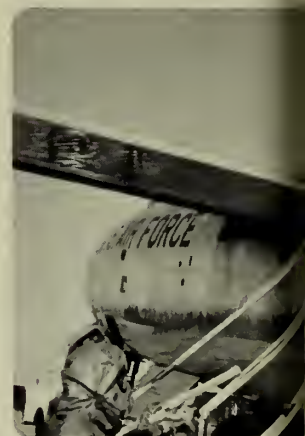
Typical of the swift response and degree of readiness of these recovery units was that of the 8378th Air Force Reserve Recovery Group and



Army, Navy and Air Force Reservists sponsored by 8441st AFRG assist in their resources in assisting



Refueling crew of the 92nd Air Refueling Squadron, Ohio, assist in dispersal of aircraft. Firefighters and Reserve A



Decontamination phase of recovery operation as they hose down a SAC



ists unite at meeting
Fla., to discuss use of
forces in contingencies.



y Sq., Port Columbus,
of Recovery Program.
stand by a SAC B-47.



program is practiced by
y Sq., Denver, Colo.,
from radioactive dust."

170 250 55 100
its 9223rd AFRRSq. at Port Columbus, Ohio. The group commander received information shortly after ten o'clock on the evening of October 22nd that his unit's support might be required. An hour and a quarter later, that same commander was at his unit's airstrip to meet the first aircraft as it arrived. By three o'clock of the following morning, 33 officers and 63 airmen of the group and squadron had responded.

Other recovery units supported the dispersal to civilian airports of ADC fighter interceptors. Others, in a training status, provided 'round-the-clock augmentation to units of the regular military establishment. When a TAC evacuation hospital arrived at one base, the local recovery group moved out of three of its four buildings to make room for the incoming unit, furnishing personnel to tear out partitions, install telephones, special lighting, and other-

wise assist the regular unit. The hospital became operational in a matter of hours.

This voluntary and professional response by Air Force Reservists brought many expressions of praise from the recipients of the aid. General Thomas S. Power, commander in chief of the Strategic Air Command, in a letter to Lt. Gen. Edward J. Timberlake, CONAC commander, praised the Recovery units as he said, "During the recent period of tension we found it necessary to disperse contingents of B-47 aircraft to several Reserve organizations. Reports received from these contingents and briefings received from the SAC staff who visited the installations indicate outstanding support is being rendered."

The future of the Reserve Recovery program has been termed promising. During the recent Mid-

Winter Council of the Reserve Officers Association, General Timberlake indicated that he wants full recognition of the Recovery units with complete and clear definition of all aspects of the Recovery mission. The General also urged that continued efforts be made to remove limitations, to lift manpower ceilings, to establish the Recovery units as Category A with improved training and pay status, and to man them in some degree with non-prior service personnel.

Perhaps the most controversial issue affecting the program centers around budgetary matters—particularly the pay of personnel.

The controversy arose over the category designations of Reservists entering the Recovery program in FY '62. They were to be training category B, pay group B, which limited them to 24 paid drills and 15 days of active duty for training. It was felt that this decrease in the number of training periods would have several adverse effects. It implied less importance, priority, and urgency for the vital recovery and reconstitution missions.

The Air Force is on record as strongly favoring 48 paid inactive duty drills and 15 days of active duty yearly as being the minimum training needed for Recovery units to achieve a realistic D-Day readiness capability.

Funds available for the Recovery program during FY '63 are deemed insufficient to provide drill pay spaces for all participating Reservists. This was an important factor in the decision to discontinue Air Force Reserve's six Base Support Groups. The six test groups were deactivated December 31, 1962, and the 1,100 participating Reservists were transferred out of the program and offered Part I positions (with MoARS) in the same grade and pay status as they had in the test program.

Also outlined by Gen. Timberlake as 1963 aims for Recovery units were a firm tie-in of all Recovery squadrons with plans of using commands, improved training with using commands, improved equipping with the aid of using commands, and preparation for effective 15-day tours of active duty in conjunction with those commands.

While there is much to be done in a program this new, Recovery Reservists are confident the program can grow more and more into a solid contribution to the survivability of our Air Force in time of need.

QUESTIONS & ANSWERS

This column is designed to clarify problems of general interest to members of the Air Reserve Forces. Personal problems should be discussed with your unit personnel officer. Letters not used in the column cannot be answered.

Why has a medical officer, lieutenant colonel Air Force since 1946, 30 years service, and Ready Status, eligible for promotion since 1953, not been promoted? Promotion to colonel is on a best qualified basis; both Reserve and active duty officers are considered at the same time to fill a quota established by Headquarters USAF. This means that promotion is limited to a few, and many very fine officers are not promoted. Selection criteria is determined by the board members who vote by secret ballot.

Prior to my retirement May 31, 1961 under Section 8911, Title 10, U.S. Code, I was a fully qualified aircraft commander on a combat ready crew flying KC-97G aircraft. I have been advised that there are openings for experienced pilots in an Air National Guard organization manned with C-97G aircraft. Are there any circumstances under which I might qualify to fill a pilot vacancy with the Air National Guard or Air Force Reserve organizations? No, a member who is receiving retired pay may not be redesignated as a Ready Reservist unless the Secretary of the Air Force makes a special finding that the member's services in the Ready Reserve are indispensable.

I will have completed 20 satisfactory years service this month. I have elected Option 1 and 4, Retired Serviceman's Family Protection Plan. If I should die before my retirement starts at age 60, will my wife receive any benefits from the plan and, if so, when do they start? No. The survivors of a Reservist who has qualified for retired pay at age 60 who dies before reaching that age are not eligible for benefits under that plan. Even though he has elected to participate in the plan, his participation does not commence until he starts to receive retired pay and deductions are made from pay for the annuity. Participation consists of receiving less retired pay to build up an annuity for his survivors, and only the survivors of participants are eligible to receive benefits. It is an annuity, not a pension plan.

Does the wording of paragraph 59e, AFM 35-7C, September 29, 1961, exclude Reserve warrant officers, who otherwise qualify, from applying for retirement? No. Paragraph 59 applies to both commissioned and warrant officers. Sub-paragraph 59e is intended to include warrant officers in the wording "commissioned grade as a major or below."

Is the Air National Guard losing its F-104 aircraft? If so, what aircraft will replace the F-104s in those squadrons? Yes, the Air Guard will relinquish its remaining F-104s (two squadrons) to the Air Force by this summer. Plans call for these units to get the F-102.

Can a person who has been a member of the Air National Guard enlist under the new Try One program? Yes, and so can members of the Air Force Reserve.

Is it possible for persons who possess acceptable ACB (Airman Classification Battery) and AQE (Airman Qualifying Examination) scores to enlist without retesting? Yes, if their scores can be verified on DD Form 214 or from other official documents.

AEROSPACE LIBRARY

Robert Goddard, Space Pioneer, Anne Perkins Dewey (Little, Brown, \$3.50). The biography of the man who nearly 40 years ago built and fired the first liquid-fuel rocket, paving the way for the scientists of today. Goddard's scrupulous attention to detail, plain hard work, and the frustration which later came, tell a compelling story of a man who lived ahead of his time.

The War In The Air, Maj. Gene Gurney, USAF (Crown, \$7.50). A pictorial history of all the combat air forces in World War II. 1500 photographs, sketches and diagrams illustrate the contribution of air power to victory.

Skyhooks, Kurt R. Stehling and William Beller (Doubleday, \$4.95). In the 180 years since the Montgolfier brothers launched their balloon over Paris, aeronauts have flown, or attempted to fly, in the interest of science or sport. This history documents the successes as well as the failures.

What Colonel Glenn Did All Day, Robert W. Hill (John Day, \$2.50). A pictorial account, with brief text, of what John Glenn did the day he became the first American to orbit the earth.

Ace In The Hole, Roy Neal (Doubleday, \$3.95). The dramatic story of the Minuteman missile, told simply but comprehensively and its contribution to our deterrent force. The major role this missile will play in our defense system is analyzed against over-all problems faced by modern defense planners.

Changing Patterns of Military Politics, edited by Samuel P. Huntington (Crowell-Collier, Free Press, \$7.50). A series of scholarly studies which explore an important problem—the function of violence in the quest for survival and the new roles of the military in politics.

Air Force Reservists and CAP members have similar national emergency missions. Accomplishing these demand time from private pursuits. Effectiveness rests on their zeal and ability.

Civil Air Patrol News

Members of the Air Reserve must be kept in a state of readiness along with their professional counterparts. Reserve units are availing themselves of assistance from their civilian counterparts, Civil Air Patrol, which also maintains its state of readiness. Whether he be a Reservist earning his way toward retirement, or the civilian without prospect of monetary gain or retirement with pay at any time, is of little consequence today. The common denominator: they must be as prepared to help as they can when a national emergency arises. Steps toward this goal have been taken. One of these is the Air Reserve Recovery Program. Reservists and CAP have joined in the Recovery program and at the most recent address to a CAP audience, CONAC chief, Lt. Gen. J. Timberlake has spelled out the vital role CAP must play in the mission: courier and light transport missions; reconnaissance and damage assessment; medical evacuation, and radiological monitoring and communications missions among them.

Throughout the country, interest in the Recovery Program is advancing in tempo as CAP units join Air Reservists in training programs. One of the largest recent shows was when Valley Forge Group 90 of CAP's Pennsylvania Wing trained with the 9208th Air Reserve Recovery Squadron at Fort Mifflin, Pa. Nine CAP squadrons were represented by 75 seniors and cadets in the field with the Reservists.

The pattern of detection and decontamination of atomic radiation, communications, casualty evaluation, traffic control, and general administration was dovetailed by the CAP and Air Reservists in extensive, repeated simulated alerts for nearly two weeks.

It was as General Timberlake emphasized when he first announced the new CAP role that "CAP's cooperation during tests and exercises is equally imperative if the training is to be meaningful and effective."

This cooperation is widespread now—and growing. It is part of the dual emergency effort that CAP must play just like the many-faceted jobs Air Reservists have to perform.

Civil Air Patrol's second emergency slot—closely related to the recovery program in many ways—is with state Civil Defense agencies. It was announced only recently that 50

of the 52 CAP wings have written Civil Defense agreements with their states (including District of Columbia and Puerto Rico) and many have already explored the finer points of cooperation with one another. Only two wings remain to execute formal agreements, but under present CAP-CD working conditions in those wings, a written agreement would be "desired but not absolutely necessary," a CAP headquarters officer said. These wings have been working together for years with CD.

There are "compelling requirements," as the CONAC commander put it, that exist whereby CAP and the Reservists are meshed. Surface transportation, as well as air, and the vitality of an internal communications system were listed among the prime needs. With its network of more than 14,000 small radio stations and about half of its fixed stations equipped with emergency power, 80 percent of CAP's communications system—including the mobile and aircraft units—would be unaffected by commercial power failure.

With the recent upswing in Civil Air Patrol membership to more than 76,000, of which 42,000 are eager cadets, an inseparable team of civilian airmen and their auxiliary volunteers is developing into a potent power on the home front of the U. S.



Civil Air Patrol and Civil Defense cooperation is demonstrated as 1st Lt. Don Clarahan and Cadet Dan Dye of CAP's Iowa Wing, use CD equipment to check ruins for radiological residue during Des Moines effectiveness test.

AIR RESERVE FORCES POLICY COMMITTEE

ANG



M/G Charles DuBois
Chairman



Col. Charles Bock
Executive Secretary

AFres



M/G Roy Sessums
Vice Chairman



B/G Joseph Foss



B/G Donald Strait



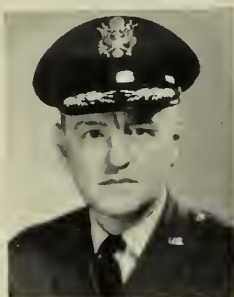
B/G Rollin Moore Jr.



B/G William Price



B/G John Campbell



B/G Edward Fry



Col. Joseph Barron



B/G Charles Heidingsfelder



B/G Robert Campbell



Col. Walter Dalton

ALTERNATES



Col. Philip Packer



B/G Gordon Doolittle



B/G George Wilson



Col. Clinton Moyer

REGULAR



M/G Benjamin Davis



M/G Albert Clark



M/G Robert Friedman



M/G Henry Thorne



M/G James McGee



B/G Jamie Gough

*Each policy affecting Reserve Forces is prepared by
a committee formally established by Title 10, U.S.C.*

A Voice in Policy

MEMBER UNDER SECRETARY OF THE AIR FORCE, Dr. John V. Charyk, has described the active Air Force, the Air National Guard and the Air Force Reserve as the "three essential legs in a tripod that represents our capability." Further, Dr. Charyk stressed the importance of producing "... the strongest line in marriage between these three elements," recommending "... frequent occasion for close relationship between members of these three elements of our capability."

The Air Reserve Forces Policy Committee (ARFPC) is a three-in-one type committee which typifies this "close relationship." Title 10 of the U.S. Code (8033) authorizes an Air National Guard and an Air Force Reserve Policy Committee. However, in keeping with the Air Force concept of "total force," they have been meeting as one group, the ARFPC.

The mission of this committee is to advise the Secretary of the Air Force on Reserve Forces policy matters and to assist in the preparation and development of policies and regulations pertinent to the organization, distribution and training of the Air Reserve Forces.

The integrated composition of the committee encourages recommendations which incorporate the knowledge and experience of officers of the Reserve Forces as well as those of the active establishment.

Speaking before the 35th meeting of the Air Reserve Forces Policy Committee last October, Secretary of the Air Force Eugene M. Zuckert stated, "There is no longer doubt in any thinking person's mind that our Reserve Forces are an important element of our strength. Now that your deliberations will be of the greatest benefit to us; and I look forward, as I have consistently done in the past, to receiving your recommendations."

The Reserve Forces Policy Committee is comprised of 18 members, with equal representation from each component—six members from the regular Air Force, six from the Air National Guard and six from the Air Force Reserve. There are two alternates each from the Air National Guard and the Air Force Reserve plus an alternate for each regular Air Force member. Alternates serve only in the absence of a member from their component and when authorized by the chairman.

Organizationally, the senior Reserve component member of the committee serves as chairman, and the senior member of the other component serves as vice chairman of the Air Reserve Forces Policy Committee. Present the Chairman of the ARFPC is Maj. Gen. Charles H. DuBois (Mo. ANG) and the Vice Chairman is Maj. Gen. Roy T. Sessums (AFRes).

Administrative support for the committee is provided by the executive secretary, a Reserve Forces officer on active duty under Section 8033, Title 10, USC. Charles F. Bock, who presently occupies this posi-

tion, also is responsible for keeping committee members informed of significant Reserve matters between scheduled meetings. In addition, he is the ARFPC's liaison with civilian organizations which are interested in the Air Reserve Forces as well as with the Air Staff and other military groups such as the Reserve Forces Policy Board, OSD, (see Jan. '63 issue of *The AIR RESERVIST*).

Items for consideration by the committee come from several sources: members of the committee, the Air Staff, the major air commands and their policy committees, individual members of the Reserve Forces, the National Guard Bureau, and civilian organizations interested in the Air Reserve Forces such as AFA, ROA, NGA. Normally, before a committee meeting, the chairman will convene an agenda committee to review all items submitted and to select those of sufficient importance for consideration by the full committee. Items not selected for ARFPC consideration are returned to the originator with appropriate comments.

Before the ARFPC meets, items selected by the agenda committee are forwarded to Air Staff offices of primary interest for preparation of background material and for comments. The ARFPC then considers each agenda item on the basis of all information available and also calls on the Air Staff for briefings and expert advisors to help determine solutions for the problems under study. The committee's recommendations are determined by a majority vote provided that an equal number of members from each component (at least four each from the Regular Air Force, the Air National Guard, and the Air Force Reserve) are present.

The committee's comments and recommendations are forwarded to the Secretary of the Air Force through the Chief of Staff, along with the Air Staff comments on each recommendation. After reviewing the report of the committee, the Secretary normally approves or disapproves each recommendation on its merits. If a recommendation is approved, it becomes Air Force policy and is returned to the Chief of Staff for implementation. (This may involve a simple change to an Air Force directive or preparation of additional proposals for changes in Department of Defense policy—or, even for new legislation). In certain cases, the Secretary defers a decision until additional information is available. In other cases, if he finds that a recommendation is good in principle but its implementation is not feasible, he may direct special action by the Chief of Staff to resolve the problem.

Implementation of Reserve Forces policy is monitored by the Assistant Chief of Staff for Reserve Forces. Again, in keeping with "Total Force" concept, the actual mechanics of implementing approved recommendations are accomplished by the Air Staff agencies responsible for similar active establishment functions.

type training. Such a mission would afford the crew experience along Military Air Transportation Service air routes in unfamiliar areas of South America. Throughout the seven-day trip, some 50 air hours gave the C-97 crew first hand experience in navigating over Caribbean waters, as well as foreign clearance procedures and proper diplomatic conduct.

The nine-member flight team flew the first leg of the flight nonstop to Charleston, S.C., a distance of 2,580 miles, taking an elapsed time of nine hours. Two hours later they took off for Trinidad, British West Indies on the second leg of the trip, a distance of 2,000 miles with an elapsed time of seven hours, forty-five minutes. The third leg of the flight from Piarco Airport in Trinidad to Recife, Brazil, was accomplished the next day. Eleven hours later, after covering 2,360 miles across the northeastern section of South America, the group arrived at Recife, where they remained overnight. The following day, January 2, a two-hour flight down the coast of Brazil brought the cargo from Recife to Salvador. Part of the cargo included a refrigerator, washing machine, two foot-operated sewing machines and an x-ray machine.

Friday morning, January 4, the Air National Guardsmen and their C-97 left for the States with the course charted from Salvador to Recife . . . a brief stop . . . then on to San Juan, Puerto Rico, where customs clearance was conducted early upon arrival Saturday morning, January 5. A crew rest followed in San Juan with departure that night for Eglin AFB, Fla. The final leg, across the states brought touch-down at Van Nuys, Sunday, 1:30 p.m., Pacific time, January 6 . . . bringing to completion a most successful mission.

On the same day that the California Guardsmen returned home, nine members of Puerto Rico's ANG, in the role of Kings of the Orient, arrived at Port-au-Prince, Haiti, with a plane load of toys donated by fellow Air Guardsmen. The toys were distributed to boys of the Ecole Nationale des Arts et Metiers, girls of the Vincent Foundation, and to young, orphaned boys and girls of the Maison des Enfants at Petionville. The lives of 250 needy children were brightened by the visit.

Humanitarian projects, such as these have many rewards and help to

create a strong, favorable image of the U. S. and its Air Reserve Forces.

Reserve Mobilization positions

are available at Continental Air Command headquarters, Robins AFB, Ga. The positions range from airman first class to lieutenant colonel and include a variety of specialties.

Officer vacancies include: procurement staff officer; administrative officer; personnel officer; intelligence officer; legal officer; medical administrative staff officer; sanitary and industrial hygiene engineer (staff); medical officer (preventive medicine); internist; medical officer (special weapons defense); and administrative nurse.

Enlisted positions are: intelligence operations technician; administrative specialist; administrative supervisor; lithographic offset pressmen; personnel specialist; personnel technician; personnel superintendent; physical conditioning specialist; education and training technician; aeromedical technician; medical administrative supervisor; medical administrative superintendent, and medical material superintendent.

Applicants must presently be members of the Air Force Reserve and must reside in an area not more than 250 miles travel from CONAC headquarters. Interested persons may contact CONAC for further details.

In the Caribbean, the Puerto Rico ANG was also commended by the Antilles Defense Command for performing its assigned Air Defense functions in an outstanding manner during the Cuban crisis. Its personnel were cited for, "promptly and effi-

MISCELLANEOUS

ciently policing the newly established Air Detention and Identification Zone—on air approaches to San Juan—with a minimum of personnel, aircraft and equipment. Throughout the tense period, air defense readiness for the Puerto Rico area was maintained at a high level."

Also cited recently was the 123rd Fighter Interceptor Squadron of the Oregon ANG, which was awarded the coveted Outstanding Unit Award—the Air Force's highest peacetime citation. It is the first time that the award has been given to an ANG unit not on active duty. The citation accompanying the award stated in part: "The 123rd Fighter Interceptor Squadron, ANG, Portland Air Defense Sector, Air Defense Command distinguished itself by exceptional meritorious service from June 1960 to April 30, 1962. During this period, through a highly professional and skilled and cohesive team dedicated to producing only the best, the 123rd FISq., has created a public image in its geographical area of responsibility which inspires calm confidence in the ability of our air defense forces to protect the nation."

MATS Eastern Transport Air Force selected the 84th Air Terminal Squadron (Res), Donaldson AFB, S. C., its outstanding Reserve air terminal squadron of 1962. The EASTAF evaluators found the motivation, discipline and morale of the 84th to be the highest of the command's seven Reserve air terminal squadrons during the past year. Commanded by Maj. E. L. Walker, the Reserve squadron is composed of personnel from the Greenville, S. C., area.



Air National Guard gets new captain: U. S. Rep. Richard H. Ichord (Mo.) sworn in at Pentagon by Maj. Gen. Winston P. Wilson, Deputy Chief, NC

Air Force Point Of View

Communism, which would destroy freedom and everything else our country stands for, has not lost its will to win. The Communist leaders will draw upon all of their resources, including subversion and propaganda and science and technology, to achieve their designs. In performing its assigned specialty in support of United States objectives, the U. S. Air Force will continue to develop and train forces to meet the threat.

"Maintaining our Nation's supremacy in aerospace will demand a great effort from all of us in the Air Force—active and Reserve. New aircraft, new missiles, new piloted and pilotless aerospacecraft and space systems will be required in the years ahead. At the same time, the great variety of potential uses of current Air Force weapon systems must be recognized in meeting the threat of the many possible intensities and geographical locations of conflict. The possible intensities range from cold war, through counterinsurgency operations and limited war, to general war. We must be capable of neutralizing or destroying enemy forces wherever they challenge our freedom. The threat in 1963 must be met with what we have to meet it today. All of us must work now to increase the knowledge related to employing aircraft, missiles and aerospace and space vehicles that will be needed to meet the diversified aerospace threats of 1964, 1968, 1973 and beyond.

"You can be sure that the aerospace forces of the future will contain piloted aircraft, aerospacecraft and spacecraft, as well as missiles and satellites—and men with your interests, skills and experience will be needed to operate them."

—Gen. CURTIS E. LEMAY, Chief of Staff

FEAR-RENDEZVOUS IN SPACE. Dr. Edward Welsh, executive secretary of the President's National Space Council, told the National Rocket Club recently that the Soviets "are ahead in large operational rockets, in near- rendezvous experience, and in many aspects of life sciences as applied to space." The U.S., however, is "now putting forth a greater magnitude of effort than they are and belatedly has recognized relative space competence as a cornerstone of our country's future. We are gaining . . ."

The British aerospace magazine, *Interavia*, editorialized on this contest last October:

"In dispassionate terms, the Soviet aim in the recent Vostok 3 and Vostok 4 operations was to try out in practice the methods so far developed for contact between orbiting space vehicles, and Western military observers stress that the rendezvous technique . . . constitutes the

key to the successful development of large space stations. These could be used to keep the entire earth under observation and, if necessary, to clear the satellites and space vehicles of other countries from the sky.

"Thus, astronautics has become a set part of Soviet policy, and it is hardly possible to separate the military and non-military aspects. This being so, the race for the Moon, which outwardly appears so peaceful, now shows up in an entirely different light . . . In the struggle between East and West, which is taking place in front of the whole world, a 'Red Moon' would put the Western powers at a serious disadvantage at the very start of the military space race."

MODERNIZING THE NATION'S AEROSPACE FORCE.

When one considers the vast range of possible intensities of conflict in various world situations of the future, the necessity of using various kinds of piloted aircraft and aerospacecraft in the decades ahead is inescapable.

In the FY 1964 budget provision is made for substantial additional numbers of advanced tactical fighters and new reconnaissance fighter aircraft; and an increase in the number of airlift aircraft including more all-jet transports. By the end of 1964 the U.S. will still have over 1,000 strategic bombers, many equipped with the Hound Dog air-to-surface missile. Increases are being made in numbers of Titan II and Minuteman missiles. Research and development is continuing on the Dyna-Soar aerospacecraft and on many other systems, piloted and pilotless. At the same time, the Atlas and Titan I missile programs are being completed in 1963, tanker aircraft procurement is being finished early in 1964, and the phase-out of the B-47 bomber force continued.

Requirements are being visualized now at the highest levels for various new kinds of aircraft and piloted aerospace vehicles that will be necessary in the years ahead. The fact that some kinds of aircraft in current use will eventually be replaced by other systems should not be surprising. Also to be expected in the constant modernization of the Nation's aerospace force are substantial quantity and quality increases in some kinds of Air Force aircraft and missiles and decreases in quantities of others.

The Air Force, overall, must be constantly improved to provide the Department of Defense and the Nation with the widest variety of those capabilities for which the Air Force is responsible and in which it long has specialized—aerospace capability at any altitude. This will call for the kind of imagination, enthusiasm, open-mindedness and planning and management ability that have marked Air Force growth from its earliest days.

Major technological advances in military capabilities are always difficult, time-consuming and costly. Decisions made today on military research and development will largely determine the kind of Air Force this country can have in years ahead."

Lt. Gen. JAMES FERGUSON, DCS/Research and Development



reserve camera

① Clothing for Cuban refugees is loaded aboard a C-119 of the 941st Troop Carrier Group, Paine Field, Wash., under the watchful eyes of MSgt. Jim Lacy. Some 7,000 pounds of clothing was airlifted from Washington to Homestead AFB, Fla., by the Reservists. Discuss the flight with Mrs. Mildred Allen of King's Gate Mission Services, Seattle, are pilot Capt. Elmer F. Lardson and squadron navigator, Maj. Warren L. Lardson.

② The 440th Troop Carrier Wing's supply organization was first to receive Continental Air Command's "Outstanding Base Supply Award." Lt. Gen. Edward J. Berlake, CONAC commander, presented the award to recently promoted Brig. Gen. Joseph J. Lingle, 440th TCWg., commander. The award was for base supply activities from Dec. 1, 1961 through Nov. 15, 1962, based on proficiency in 15 management areas.

③ The comedian Bob Hope and troop pose with Air Guardsmen of the 146th ATWg., during visit to Philippines. The crews from the Van Nuys, Calif., wing flew Hope and his group which toured Far East during the Christmas holidays. Standing (l-r): Amedee Chabot; Les Turner; Les Brown; Janis Paige; Hope; Jerry Colorado; Anita Bryant and Peter Leeds. Front row: Capt. Walter J. Mason; Capt. Robert I. Behar; Maj. Jerome N. Berg; Capt. David J. Novic; MSgt. Robert E. D'Agostino; Capt. Donald L. Smith; TSgt. Richard A. Dawes; Capt. Peter J. Lee, Jr.,

④ \$42.00 Eye-saver. This wash fountain, installed in the battery shop of the 223rd Radio Relay Squadron, Arkansas ANG, in Fayetteville, quickly proved its value when acid from a charging battery splashed into the eye of SSgt. William D. Smith. Smith immediately flooded the eye, diluting the acid and reducing the burning effect. The fountain was assembled by squadron personnel.



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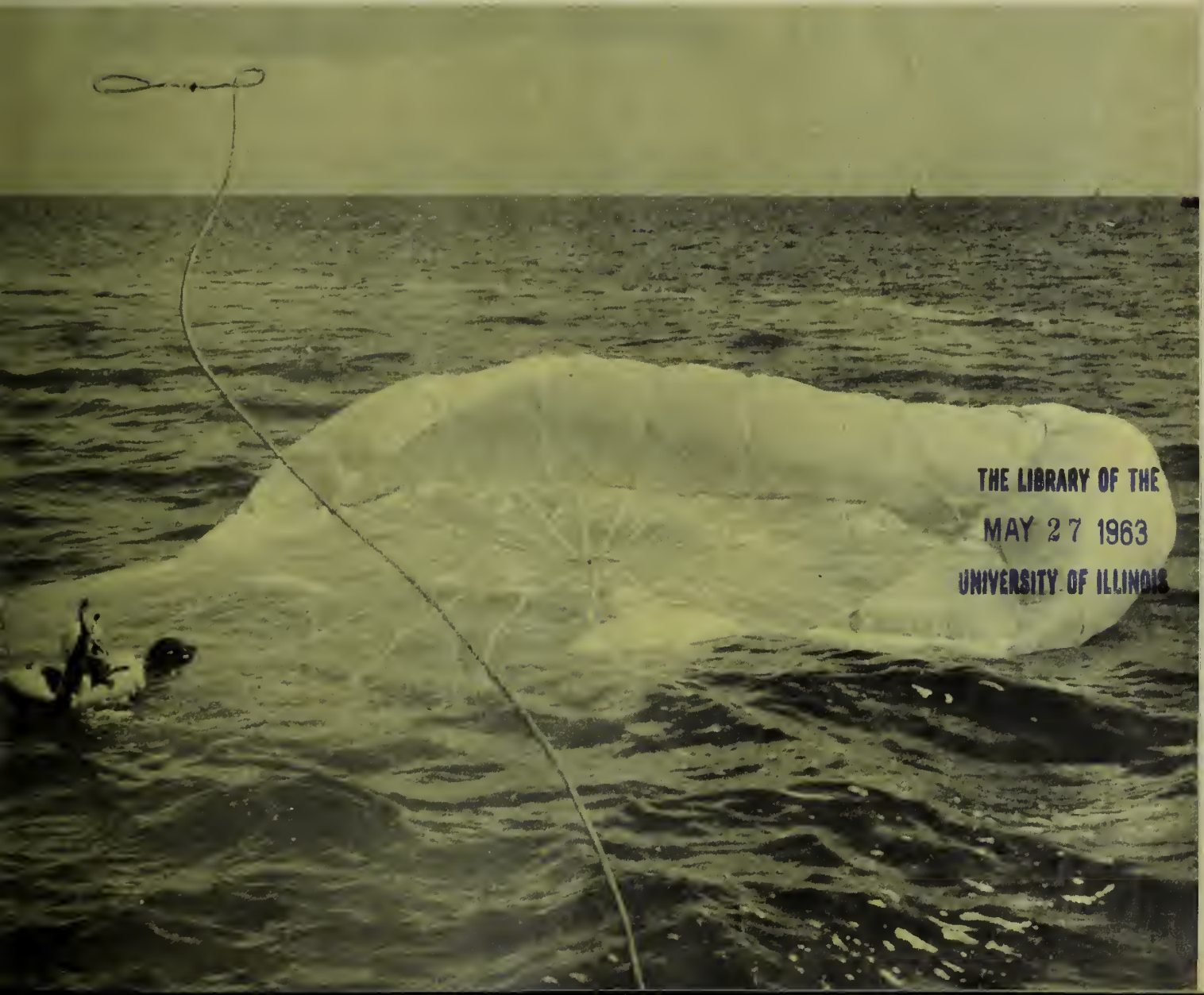
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**AIR FORCE RESERVE
AIR NATIONAL GUARD CIVIL AIR PATROL**

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Use of funds for printing this publication has been approved by Hq. USAF.



Two phases of Air Force Reserve's Air Rescue mission are depicted in our split cover which shows an HU-16B in flight, and a para-rescue technician in training. The men and equipment of the AF Reserve Rescue units are a force ready to augment the active duty Rescue units of MATS.

*Openings . . . exercises . . .
fund drive . . . test programs . . . conclaves
people . . . miscellaneous*

Scanning Air Reserve Forces News



Poised for action at Elmendorf AFB, Alaska, are these C-119s of the 403rd TCWg., during 1963 Operation Timber Line.

OPENINGS

The Department of the Air Force has revised its criteria for selection of officers to serve as advisors on Air Force Reserve affairs under Section 8033 and 265, Title 10, U. S. Code. Priority will be given to Air Force Reserve officers not on active duty. Officers serving on active duty in career Reserve status will be selected only if there are no qualified non-active duty applicants.

In the past, non-active duty Air Force Reserve officers were recalled for such positions only when qualified career Reserve officers were not available. Air National Guard officers for similar positions will continue to be selected from those not on extended active duty in career status.

There are 13 Air Force Reserve Section 8033 positions authorized, all in Headquarters USAF. There are 25 Air Force Reserve Section 265 positions, two of which are at Headquarters USAF and the remainder at the headquarters of major commands and sub-commands. Eight of the "8033" positions and 12 of the "265" positions will be filled during 1963 and 1964.

Officers interested in applying for

tours of active duty as Air Force Reserve advisors may apply through command channels to the Direct Military Personnel, Headquarters USAF, Washington 25, D. C., in accordance with AFR 45-22. Although area assignment preference may be indicated on the application, all applicants will be considered for a vacancy that occurs.

Selections will be limited to competent volunteer Air Force Reserve officers whose qualifications and experience meet the requirements of the office or major command in which the vacancy exists. The tour of duty is four years, after which the officer normally will revert to inactive status.

Positions programmed to be filled during 1963 and 1964 are as follows (Section 8033, at Hqs., USAF): (1) 141X, 143X, 0036, or 0316; (1) 28XX, 55XX or 0036; Col. (1) 0216 or 79XX; Col. (1) 0076, or 0026; Col. (1) 0016 or 73XX; Lt. Col. (1) 80XX, and Lt. Col. (1) 73XX, 0026 or 0016. (Section 265, at Hqs. USAF and major commands): Col. (1) 63XX; Col. (1) 27XX; (3) 0016, 0026 or 73XX; Col. (1) 111; Lt. Col. (3) 73XX, 0016 or 0026; Lt. Col. (1) 31XX, 26XX or 27XX, or 28XX, and Lt. Col. (1)

TIMBER LINE

Seven
Michigan
Air Force

Reservists of the 403rd Troop Carrier Wing who took part in this year's Alaskan Command field exercise, "Timber Line," will remember it for some time.

They were captured by "enemy" troops and forced to spend an uncomfortable 24 hours as prisoners.

The Michigan men were among 70 Reservists of the 403rd who participated in the arctic exercise while on two weeks active duty last February. They were from the 63rd Troop Carrier Squadron, Detroit area; 64th TCSq., Chicago area and the 65th TCSq., of Muskogee, Okla.

The Reserve contingent, led by Maj. Gari F. King, 403rd TCWg., Commander, formed part of a Tactical Air Command strike force supporting both sides of the joint Army-Air Force maneuver.

The unlucky seven were captured after being ordered to take their aircraft into an airfield to pick up cargo. Unknown to them at the time, they had been "set up" for capture by their wing commander. Taken prisoner were: Lt. Col. George L. Little, commander of the 63rd TCSq.; Maj. James S. Brown; Captains' Bernard V. Kobylak, Dwayne L. Miller, Stephen J. Korfchok and Duane A. Anklee. Also crew chief, SSgt. Dennis C. Gill.

The prisoners were treated realistically. They were stripped, searched, photographed and lodged in dirt-covered tents under guard.

Throughout the night they were called out individually for questioning by a Russian-speaking interrogator who attempted to prod intelligence information from them. The questions asked were loaded. Lt. Col. Meroy Felton, 403rd operations officer had previously supplied the enemy with statistics concerning the men and their families.

While prisoners, they were given food that had been dyed green and other colors to make it look moldy and unpalatable. This was served slopping in warm water in paper plates and tin cans. They had to eat with their fingers.

The seven were allowed to return to their outfit after 24 hours. Army troops operating the prisoner of war camp where they were held, had high praise for their conduct.

The 403rd Wing sent 70 men from the Detroit area, and 40 each from Chicago and Muskogee, to take part

in the Alaskan exercise. Other members of the Reserve Wing remained at home stations for the two week active duty tour.

The 3,000 mile trip to Elmendorf AFB, Alaska, took the Reservists through Rapid City, S. D.; Edmonton, Alberta, Canada; Whitehorse, Yukon Territory and finally to Elmendorf AFB, on the outskirts of Anchorage, from which they operated during their Alaskan tour. They spent a night at each spot along the way. The Whitehorse stop was unscheduled. Bad weather forced the Reservists to spend the night in the small capital of Canada's Yukon Territory. There were no hotel facilities large enough to take care of the men so they were billeted comfortably in a local gymnasium for the night.

Bad weather ruled out much of the tactical air support scheduled during the Reservists' Alaskan tour. They demonstrated their capability, however, by completing a key tactical air drop in which they put 72 Canadian troopers of the Princess Patricia regiment and some heavy equipment, on target. A second troop drop was called off after three successive days of high winds over the drop area made it hazardous for the airborne troops.

FUND DRIVE

The Falcon Foundation, an organization devoted to providing preparatory scholarships to young men seeking admission to the United States Air Force Academy will conduct its educational program fund drive in June.

The goal for this year's drive is \$250,000. An appeal to voluntarily support this campaign is going out to all active duty Air Force military and civilian personnel, Reserve, National Guard and retired.

Money collected during the drive

will go towards scholarships. The ultimate goal of the Foundation is to award forty \$1,000 scholarships annually to deserving young men.

Secretary of the Air Force Eugene M. Zuckert said in a letter to all Air Force personnel:

"... The Falcon Foundation provides scholarships and other assistance to outstanding young men who aspire to attend the Academy and follow Air Force careers, but who require preparatory schooling to meet high standards for Academy entrance. It is a worthwhile program."

Commenting on the drive, Air Force Chief of Staff, Gen. Curtis E. LeMay, added: "The Air Force of the future will be only as effective as its leaders. One of our essential tasks in perpetuating organizational effectiveness must, therefore, be to assure that the Air Force Academy continues to receive the best possible candidates and produces high quality graduates."

"The Falcon Foundation, a non-profit educational organization, for several years has conducted an outstanding program in support of this aim. In providing preparatory scholarships to young men who exhibit outstanding leadership qualities, but who need further academic preparation to meet the Academy's high entrance standards, the foundation has tapped a source of fine officers who might otherwise be overlooked."

General LeMay cautioned that contributions should be on a truly voluntary basis.

Those personnel not able to participate in an organized base or unit collection for the drive may send their contribution direct.

Checks or money orders should be made out to the Falcon Foundation and mailed to the Republic National Bank of Dallas, Attn: Mr. Charles F. Neislar, Trust Department, P. O. Box 241, Dallas 21, Tex.



The falcon, mascot of the U. S. Air Force Academy and symbol for the Falcon Foundation serves as a reminder that the Falcon fund drive begins June 15. Funds are used to provide preparatory scholarships to young men seeking admission to the academy and a career in the USAF.

Scanning Air Reserve Forces News



View received by Brig. Gen. E. J. Haseltine, meeting with Reserve Staff during take-over of 1st Region operations.

TAKE OVER

"Why don't we let the Reservists run the shop while we're gone?"

The question was posed by Brig. Gen. Benjamin G. Willis, and the "shop" referred to was the First Air Force Reserve Region headquarters at Stewart AFB, N. Y. The reason for the General's question—which in reality was more of a decision—stemmed from his desire to make an orientation visit to each of Continental Air Command's five other region headquarters and to have his staff of active duty Air Force officers accompany him. It was a 15-day trip.

A little more than three years ago the Secretary of the Air Force approved a major revision to the organizational structure and future use of the Air Reserve Forces. One of the principal policy factors incorporated in this revision, entitled Plan for Revised Management of the Air Reserve Forces, called for a more tangible program of using qualified inactive duty Reservists in the management of subordinate Reserve elements.

More than a score of the First Region's key Reserve staff officers involved in the "take-over" accepted the challenging proposal without hesitation. Reservist, Brig. Gen. Edward J. Haseltine, General Willis' counterpart, and the man upon whom would rest the responsibility for the management of the First Region, expressed his unequivocal indorsement of the plan.

The complexities of the "take over" are best recognized when we

realize that from the Stewart AFB headquarters, 40 Active duty and 60 Air Force Reserve personnel direct every phase of the Ready Reserve program for 140 subordinate units within an eight-state area. Although geographically the smallest of CONAC's six Regions, the First is the largest in population. There are more than 4,000 Reserve officers and nearly 6,000 airmen assigned to subordinate units.

Some of the subordinate units are two troop carrier wings and their squadrons, an aerial port squadron, a casualty staging squadron, two field hospitals, three air terminal squadrons, and 13 recovery groups and 24 recovery squadrons.

After about a three-hour overlap period during which both groups of officers were on board, the Reservists picked up the functions without a break in stride. No special projects were created for the period, and every effort was made to give the Reservists an opportunity to perform the normal routine functions noteworthy items, among which, were:

they planned for the forthcoming summer Recovery competition staged by First Region's 24 Recovery squadrons; they expanded the Region liaison with the 26th Air Division (ADC) in arranging sites for Recovery unit summer encampments; they rewrote several regulations; they prepared and edited the Region Digest and Region News Letter for the month of March, and they drafted and had disseminated recruiting materials. Also, and perhaps the most outstanding, was the

review and submission of '64/'65 financial Plan, including a review of the budget submissions of subordinate units.

Each of the Reserve officers participating in the take-over regularly performs an annual tour of active duty, but this was the first time they worked together as a management team. General Willis stressed the fact that he did not consider the training period in the ordinary sense; rather, he described it as an actual command-management operation.

Upon his return to Stewart AFB at the end of the 15-day take-over period, General Willis complimented the Reserve officers for the excellent manner in which they carried out the mission of the First Region, and attributed their success to individual dedication as well as the First Region policy of a quarterly work week coupled with week-day work assignments for the Reservists during two intervening months.

According to First Region commander these factors, "... make them an integral part of our headquarters and gave them the knowledge that they can conduct the operations of a region on their own."

ANG CONCLAVE

Major Gen. J. R. ... assistant chief of staff for Reserve Forces, spoke at a meeting of the Adjutants General Association of the U. S. at San Juan, Puerto Rico on April 22.

The General pointed out that professional competence displayed by Air Reserve Forces units during the Berlin contingency and the no-response by Air Force Reserve troop carrier and aerial port during the Cuban crisis, have been the standard of performance.

"But, such performance calls for with it an automatic challenge to equal and surpass itself," the General cautioned those present. "Since Air Reserve Forces have now proved themselves, their readiness and professionalism become factors in future planning. It is therefore mandated that this high degree of readiness be maintained."

He warned the conferees, however, "... this excellence in performance is in danger today because of deficiencies in manning."

He said he knows that the problem does not result from a lack of motivation, but from a lack of understanding of the nation-wide urgency.

the need for really ready reserve forces. He added, "we have become used to security that it is difficult for some people to realize how close the enemy is."

"We must create a general spirit of patriotic urgency—a climate which is necessary to a vigorous and effective Reserve program."

TEST PROGRAM

Our Air Force Reserve must maintain management efficiency in manpower and money. More practical utilization of Part III Reservists authorized Recovery unit command—by Continental Air Command, last November, is aligned with this goal. This is a step—predicated upon return of dollar investment—in the training of these Reservists.

The Recovery unit commanders have been delegated authority to permit the Reservists to train with Reserve and Active duty units, or as AF instructors. The trainees receive no pay, but no pay. This type of training is considered more beneficial than classroom sessions under the "little schoolhouse" concept.

One of the first to implement the program was Col. John S. Hoffman, 2493rd Air Force Reserve Recovery Group commander, in Washington, D. C. He established an experimental program using Part III personnel of the 2493rd Air Reserve Sector.

Assisting Colonel Hoffman were Maj. Harry Bishop, 2493rd Air Reserve Sector commander and Maj. Herman S. Reed, director of Reserve Personnel, Headquarters Command, AF, both of Bolling AFB, D. C. Selected volunteers perform actual mission functions within the active establishment instead of attending the usual two-hour classroom sessions. The duty periods are scheduled for the same night of the week that the Reservists would attend class.

Sponsors of the experiment feel that the Air Force is realizing a better return on its investment in the Part III program. During the first 10 weeks of the program the command gained 96 additional manhours at no additional cost.

Major Reed cited as one example the invaluable assistance rendered by Reservists with comptroller and finance type AFSCs. A number of them helped in preparing several thousand W-2 tax forms issued by Continental Air Command. Not only did they expedite mailing, but due to experi-

ence gained in affiliated occupations, were able to suggest shortcuts that resulted in savings.

Although the Reservists have been given other jobs, the major share of their training thus far has been confined to administrative work.

Overall reaction to the Washington experiment has been excellent.

Members of the active establishment are in favor of the program and like the work of the Reservists.

Headquarters Command recently conducted a survey among participating Reservists. The trainees were in favor of the program.

One man wrote that working with the actual operation of Bolling AFB, "gives all of us a renewed feeling of belonging once more to the day-by-day life of the Air Force."

Another stated that he considered the program an excellent method of utilizing Reservists to assist the Regular components, adding, "I personally feel I'm accomplishing more with this type of assignment than in the programmed classroom instruction."

All expressed the desire that the program be continued.

The present experiment will end June 30. At that time it will be evaluated with a view toward enlarging the program and recommending its implementation throughout the Air Force Reserve.

Col. Starr Smith, whose M-Day assignment is with the Air University's office of information, contributed the following article on the Senior Officer Orientation Course. • • •

SENIOR OFFICERS

Since its beginning in 1956, approximately 200 officers have attended the five-day Air Reserve Forces Senior Officers Orientation Course. This course is given every spring by the Air University's Air War College at Maxwell AFB, Ala. The last class was held March 4-8.

When and if a national emergency comes—these are the men who will lead the civilian components on to active duty with the Air Force.

It is in preparation for this eventuality that the course is held. Military strategy is the essence of the material presented. The Reservists are integrated into the regular War College classes for the morning sessions.

see NEXT page



TV producer Don Fedderson of "My Three Sons" is cited by Lt. Gen. Timberlake of CONAC for publicity given AF Reserve.



Rice mill, gift from people of Taiwan to Dominican Republic, is loaded aboard ANG C-97 at Travis AFB, California.

Scanning Air Reserve Forces News



SENIOR OFFICERS, from page 5

In the afternoons they meet as a separate group and study subjects selected especially for them, which includes discussions of Air Force plans, programs and problems. They also take part in War College seminars, with two or three Reservists assigned to each seminar.

Lt. Col. Eugene A. Lohman, Jr., War College project officer for the course, pointed out that the subject matter, much of it Top Secret, undergoes constant re-evaluation. "The world situation lectures, the command briefings, such as SAC, NORAD and TAC are always given, but now our students want to know about counterinsurgency, space, the Strike Command and things like that."

Reservists are chosen for the course by Headquarters USAF. Forty officers attended the last class—25 AFRes and 15 ANG.

In 1961, the alternate plan was initiated—all generals in one class and colonels occupying general slots in the next. This did not hold true in the 1963 class.

Maj. Gen. Robert Taylor, III, Air War College commander and his staff know, of course, that only the high spots can be touched during the five-day period. But he thinks the course is a splendid idea. He says, "This is a tremendous experience for us at the Air War College and for the individual Reservist. The exchange of ideas and information is beneficial to all concerned."

PEOPLE

Col. Benjamin W. Lichty, air

executive for the Air National Guard since 1960, has been named deputy to Brig. Gen. I. G. Brown, assistant chief, National Guard Bureau for Air. His new assignment is in addition to his duties as air executive. A veteran pilot, the colonel soloed at 19, in St. Louis, Mo. While a young man he was employed by a St. Louis aircraft corporation as a flying instructor. Charles A. Lindbergh was chief pilot for the company. **TSgt. Irvin H. Lee**, Hq 2nd Air Force Reserve Region, Andrews AFB, Md., has been awarded an Oak Leaf Cluster to the Air Force Commendation Medal. The award was for meritorious service as public information technician with Pacific Air Forces from Aug. 20, 1960, to July 24, 1962.

CMSgt. Michael C. Monroe, one of the youngest chief master sergeants in the Air Force is working in the National Guard Bureau's Manpower and Organization Branch at the Pentagon. He is the only airman ever assigned to the Bureau. Sergeant Monroe entered the service in 1948. **Col. Charles J. V. Murphy**, Air Force Reservist, recently received The Netherlands "William the Silent" award for journalism.

The award, consisting of a gold medal and one thousand dollars, is normally presented annually by the people of The Netherlands to the American newspaper or magazine

writer who has excelled in report about their country or on Nethland-connected subjects.

Colonel Murphy is a mobilization assignee with the military personnel section of Hq USAF.

Ben F. Dillingham, former commander of the Civil Air Patrol Hawaii Wing, was recently presented an Air Force scroll of appreciation.

One of Hawaii's leading citizens, Dillingham was cited for his meritorious service as commander of Hawaii Wing from January 1948 to May 1962, when he retired as a colonel. During his command, the wing expanded from two original squadrons to fourteen. Dillingham is credited with introducing aerospace education into the Hawaii high school curriculum and also establishing CAP's first glider training program. **Maj. Gen. John B. Montgomery**, AFRes, president of the Air Force Association, has been named mobilization assistant to the superintendent of the Air Force Academy, Maj. Gen. Robert H. Warren. Montgomery's duties will include all phases of the Academy's operation.

MISCELLANEOUS

A new technique initiated by the Vermont Air National Guard at Burlington is saving dollars. A corrosion control and treatment project has been established for F-89J aircraft. The planes are partially disassembled, stripped and treated, including vacu-blasting, with several coats of a new paint. Also, a new method of application is employed. It is estimated that more than \$2.7 million are being saved through supervision by the ANG and the use of a contract field team-government facility combination as opposed to contract facility type operation.

The Continental Air Command's cooperation with MATS is undergoing a strenuous program of pre-separation counseling for active nurses returning to civilian life. It is an active duty nurse who leaves service can at about 90 days prior to separation, be earmarked for Air Force Reserve or Air Guard duty and immediately step into a vacancy upon her return to civilian life. The Reserve nurse program allows a separate nurse to be used and to avail herself of the professional and economic advantages in the program immediately.

Air National Guard flying units in Minnesota and Maryland have earned A.F. plaque for flying safety.

Maj. Gen. D. W. McGowan, chief of the National Guard Bureau, said the 179th Fighter-Interceptor Squadron of the Minnesota ANG, Duluth Municipal Airport, and the 175th Tactical Fighter Group, Maryland ANG, Baltimore, were selected by Air Force's Directorate of Aerospace Safety for the award on the basis of their past year records.

For the first time, General McGowan said, an ANG unit will receive a missile safety award. It is the 124th Fighter Group, Idaho ANG, Boise, flying F-86L Sabrejets equipped with 2.75-inch aerial rockets. The award is also for its safety record of the past year.

None of the units selected had earned the honor previously, records of the National Guard Bureau—which date back to 1954—indicate.

Units are selected on the basis of mission, amount and type of flying performed, accident rate, improvement in record, weather in its locality, operational hazards with which it must deal, pilot experience level, type of aircraft, and other factors.

Three jet fighter pilots, two from Texas and one from Ohio, are the Air National Guardsmen to attend paratroop jump school at Ft. Benning, Ga., in connection with forward air controller training.

Forward air controllers parachute into combat with Army airborne troops to direct air attacks against enemy ground forces from front line and positions.

Two of the three—Maj. Ralph T. Buchanan and Capt. Jackie R. Youngblood, both of the 127th Tactical Fighter Squadron, Kansas ANG at Wichita—have completed forward air controller training and have reported for jump school.

The other F-100C Supersabre jet pilot—Capt. John B. Hinkel of the 166th Tactical Fighter Squadron, Ohio ANG, Columbus—reported to Eglin AFB, Fla., for forward air controller training in April. He is slated to attend jump school this month.

Air Force forward air controllers began taking paratroop training many months ago, but this is the first time it has been open to Air National Guard fliers.

To be a forward air controller, a man must be a fighter pilot with air-to-ground weapons experience.

Major Buchanan is commander of the 127th Tactical Fighter Squadron. Youngblood has been a student at the University of Wichita and Hinkel earned his bachelor's degree in mathematics this spring at Ohio State.

Some F-100C and F-84F pilots, plus support personnel of the Ohio Air National Guard will operate briefly from Niagara Falls, N. Y., Municipal Airport during the 121st Tactical Fighter Wing's June 15-29 period of active duty for training.

Although the purpose—airial weapons training—isn't romantic, the month and location are. So wing officials at Lockbourne Air Force Base say there is only one logical title: "Operation Honeymoon."

A Promotion Board will convene at the Air Reserve Records Center June 4-5, to consider approximately 300 first lieutenants, captains and majors for unit or mobilization assignment vacancies.

First lieutenants to be considered must have a promotion service date on or before April 30, 1961. Captains and majors must have a PSD on or before April 30, 1959.

Another Air National Guard weather flight joined the Military Air Transport Service's Air Weather Service on April 1. This was the 110th Weather Flight of the Missouri ANG, located at Lambert Airport, St. Louis, Mo. They received their federal recognition inspection by a Hq AWS team headed by Brig. Gen. Roy W. Nelson, on April 20. This unit becomes the 194th organization of the ANG to join MATS as an M-Day unit.

As an incentive to stimulate its prior service recruiting program, Air National Guard secured special authority to transport two top individual airmen recruiters from each state for the months February through June 1963, to Hawaii or Puerto Rico. Transportation is by ANG C-97 in conjunction with Guard transport units regularly scheduled over-water training flights. Travel is performed at the individual's own expense or furnished from local non-federal fund sources. Each state selects its two top recruiters for the month.

Normally the training flight lasts from seven to ten days, and the "vacationing" recruiters are advised to return with the same aircraft.



Closed circuit TV is explained by Lt. Col. Lohman to Brig. Gens. Smith (l) and Lingle (r), attending recent Senior Officer Course at Air War College.



Lt. Col. J. Campbell (r) 109th ATGp (NY-ANG), presents MATS flying safety awards (l-r) to MSgt. A. Burroughs, Capt. G. Gregory and MSgt. P. Allen.



Reservists Augment MATS'

Air Rescue Service



The Air Rescue Service was born of necessity; the innumerable pilots and crewmen forced down behind enemy lines during World War II prompted the development of a consistent system of rescue.

The logical answer came in the form of the Air Rescue Service, which was formally activated in 1946 and had as its primary mission the recovery of downed combat airmen. However, in peace or war the men of Air Rescue Service fly wherever and whenever they are needed. At present, Air Rescue Service has its headquarters at Orlando AFB, Fla., and is an integral element of the MATS mission.

Augmenting this Regular Air Force team of rescue specialists are five Air Force Reserve Air Rescue squadrons, the first of which (the 301st) was activated in August 1956. Geographically the Reserve squadrons are located at: 301st, Homestead AFB, Fla.; 302nd, Luke AFB, Ariz.; 303rd, March AFB, Calif.; 304th, Portland IAP, Ore., and the 305th, Selfridge AFB, Mich.

Each squadron has a manning structure which consists of 26 officers and 96 men. In addition MATS assigns to each squadron one major and two master sergeants of the Regular Air Force who are rescue specialists and serve as advisors to the squadron commander.

The Reserve's Air Rescue squadrons use the HU-16B (formerly SA-16B) Albatross in the accomplishment of their search and rescue commitments. This versatile, twin-engine, amphibious aircraft carries a crew of five and has cabin space

which may be adapted for various missions. As an ambulance it can carry 12 litters. For transport work it carries 10 passengers plus crew.

Part of the standard survival equipment carried aboard each aircraft is the MA-1 Kit. It is a complete survival kit containing such items as food, clothing, water distillation equipment and first aid materials. The MA-1 Kit consists of three bundles and two automatically inflating 20-man life rafts, plus a thousand feet of rope.

Operationally, when participating in a joint rescue search, the first rescue craft to reach the scene automatically becomes the "On Scene" commander. As such, that aircraft is responsible for guiding and directing the efforts of the other air and land forces engaged in the rescue.

Air Rescue Reservists also performed a vital mission during the 1961 Berlin contingency. Two crews from each of the five squadrons volunteered for 60-day tours of active duty and took up stations at strategic jumping-off points for the Air National Guard jet aircraft crossing the Atlantic Ocean. Similar survival safety measures were afforded these aircraft on their return trip.

In addition to their augmentation assignments during periods of stress, the Reserve Rescue squadrons maintain a constant alert to render assistance in local emergencies. For the 302nd, a training mission at Lake Mead, Ariz., turned into the real thing when two F-101B Voodoo jet fighters collided near Needles, Calif., last December. One of the fighters crash-landed in the desert, and the other

made it to Luke AFB. The pilot and radar observer of the plane which crashed, ejected successfully and landed in the desert. The 302nd rescuers conducted an immediate search for the men, located them and directed a Marine helicopter to the area.

In another instance of Reserve rescuers responding to local emergencies, members of the 301st went into action last February when a commercial jet airliner crashed in the Florida Everglades. The Boeing 720B airliner was on a Miami-to-Chicago flight when the accident occurred, killing 43 persons. The 301st plane was flying alongside the Coast Guard helicopter which located the crash site. They remained over the site, handling all the initial communications which brought ground rescue parties into the isolated, reptile infested swampland.

Prominent members of this Reserve rescue organization are the courageous and highly trained specialists known as Para-rescuemen. The duties of the Reserve para-rescuemen, air crew members, during search and rescue missions, are to reach the distress scene when other means are impossible or too time consuming. When necessary, they parachute to seek survivors, administer emergency treatment and advanced first aid, provide for survival, and assist in the evacuation of victims. In accomplishing this, the para-rescuemen must exhibit a combination of skills. He must be a precision parachutist; an expert underwater swimmer (familiar with the use of SCUBA—Self Contained Underwater Breathing Apparatus—equipment); a skilled medic and thoroughly practiced in survival on various types of terrain.



ch of the five Air Rescue squad-
is authorized eleven para-rescue-
Recruiting para-rescuemen is a
process. "Not because there
sufficient applicants," says Maj.
us C. West, 301st commander.
reason is that para-rescue train-
extremely rough. The applicant
o be tops physically and men-
and capable of fast and accurate
ons. Further, he must be avail-
for the extensive training."

Qualifications for para-rescuemen
or the dual AFSCs of paratroop-
and medical technician. Any ex-
ry man (Army, Navy or Air
e) who has held either AFSC is
ied to enlist in this program as
servist. The man who has had
hute training (government or
ary) receives medical training in
ced first aid. Conversely the
with previous medical training
be given parachute training.

th approval from Headquarters,
mental Air Command, selected
ants with no prior military
e may enter the Air Force Re-
s para-rescue program and re-
the necessary training to qualify
para-rescue technician.

sides the military "jump" school
rt Benning, Ga., the U. S. For-
ervice's "Smoke Jump" school
Cave Junction, Ore., conducts
ng which meets the standards
sary for para-rescue qualifica-
Last year both the 304th and
d Air Rescue Squadrons used
government facility to train as-
g applicants. Medical training is
mplished at Gunter AFB, Ala.

hen Air Reserve para-rescuemen
ot actually engaged in a search
rescue mission their time is spent
ng for such emergencies. MSgt.

Robert L. Seale, NCOIC of the para-
rescue section of the 301st, believes
that, "... the more land, water and
tree jumps, equipment drops, swim-
ming, medical treatment and evacua-
tion methods he learns, the more ef-
fective he will be when needed."

Seale is an Air Reserve Technician,
responsible for the training and super-
vision of the Air Force Reservists
who make up the 301st para-rescue
team. As a member of ART, he per-
forms essentially the same functions
during the week (as a Civil Service
employee) that he does while in uni-
form during unit training assemblies.

Training for the para-rescue tech-
nicians of the 301st comes from ac-
tual participation with Regular Air
Force Rescue Service organizations.
Weekend training periods are spent
at Homestead AFB, Fla., and at other
bases in the U. S. At Stead AFB,
Nev., they underwent the basic
course in desert survival, and at
Kincheloe AFB, Mich., they learned
the principles of arctic survival. The
relatively nearby Florida Everglades
also serve as a site for their training.

During 1962 all five Reserve Air
Rescue Squadrons were accident free.
For a similar accident-free year in
1958 the 301st received the MATS
Safety Award, the first time the
award went to a Reserve Air Rescue
squadron. The 301st received the
award again in 1960 and 1961.

Although a mere handful of men
when compared to the overall num-
ber of Air Reservists, these members
of the Reserve Air Rescue squadrons
have earned a solid reputation for
professionalism and dedication to
duty. They represent a ready force,
trained and capable of adding vital
equipment and "know how" to that

of the MATS Rescue team in fur-
therance of the Rescue motto, "That
Others May Live."

The high degree of professionalism
achieved by the officers and men of
the Reserve Air Rescue squadrons
was epitomized when the Air Force
called upon Maj. Curtis Fallgren to
become the first Reservist sent over-
seas to instruct Thai pilots.

This unusual phase of the Air Res-
cue mission came to light recently in
an article submitted to The AIR
RESERVIST magazine by well
known aviation writer and author, Lt.
Col. Leverett G. Richards, AF-Res.
Colonel Richards currently holds an
M-Day assignment with the Magazine
and Book Branch of Air Force's Of-
fice of Information.

Major Fallgren is a member of the
304th Air Rescue Squadron (Res.)
at Portland, Oregon's International
Airport. He went to Bangkok last
September for 89 days to instruct the
members of the new Royal Thailand
Navy's air arm. There, he and one
Regular Air Force pilot had six Thai-
land pilots to check out in the two
HU-16's, acquired from the U.S.

Two more of the planes are pro-
grammed in 1963 and two in 1964,
to form the nucleus of the RTAF.
They will be used for coast and sea
patrol, and for support of ground
troops inland.

"Thailanders are a proud, self-
sufficient, freedom-loving people with
a good standard of living. There is no
room for Communism there," said
Major Fallgren, "and their pilots are
eager, alert and hard-working."

Major Fallgren flew more than 100
hours in the 89 days, and made 140
water landings while checking the

see NEXT page



① Downed "victim" in raft sets off
smoke signal as he awaits help
from fellow Reservists approach-
ing in HU-16B. It is typical of
training exercises conducted by
302nd Rescuemen utilizing Lake
Roosevelt, not far from Phoenix,
Arizona. ② Two volunteer crews
of the 302nd Air Rescue Sq. pre-
pare flight plans before depart-
ing for Scotland where they gave
rescue support to A N G's jets
during the 1961 Berlin buildup.

continued

Air Rescue Service

Thai pilots. "We never had an emergency, or put a dent in a bird," the Major said, adding that the Thais really take care of their aircraft.

The Thailanders expressed a high opinion of the Major, in return.

The training program was conducted by USAF pilots, supported by the Navy section of the Joint U. S. Military Advisory Group at Bangkok.

The course included a rendezvous with a U. S. submarine at sea and drops to Thai Marines on maneuvers.

The budding Thai Navy Air Force also was called out when a typhoon struck Thailand last October, killing about 2,000 persons. Tidal waves driven by the storm washed over whole villages. The Thai pilots, under instruction from the American pilots, made a number of landings to assess damage and need of relief.

Admiral Damri Palkavongae na Ayudhaya, new commander-in-chief of the Royal Thai Navy, took a special interest in the training of his pilots. He was sold on the value of his new air force when he had to investigate an incident occurring on one of his ships at sea.

Major Fallgren and a Thai pilot flew him out to the vessel as it steamed on patrol. Landing alongside, they put the admiral aboard and waited while he finished his investigation. Within an hour he was returning to the capital.

He recalled that Admiral Damri asked why the U. S. Navy had pilots in Air Force uniform instructing Thai Navy pilots. "I told him it was even more cosmopolitan than that. I said I wasn't even a Regular Air Force pilot, just a chicken farmer who flew in the USAF Reserves. He laughed and called me his favorite chicken farmer after that," Fallgren said.

Maj. Gen. Joseph A. Cunningham, commander of MATS Air Rescue Service, recently paid the following tribute to these dedicated Reservists: "In the recent Cuban crisis Air Rescue Reservists again demonstrated, as they have time and again over the years, their high degree of combat readiness and their willingness to lay it on the line and sacrifice for our country's good. It is a source of pride and confidence to our active rescue units to have these competent selfless men on our team."



The rugged face of Oregon's Mt. Hood (11,245') served as search area for 304th Rescue Squadron HU-16 crew.



Capt. Onesi (l) and SSgt. Walker of the 305th Rescue Sq., await pilot's command to drop MA-1 sea rescue kit.



California mountain used by 303rd Rescuemen (l-r) Sanders, Watkins and Batiste, for evacuation practice.

Help Wanted

insure a truly Ready Reserve position, UMD authorizations must be filled by qualified members of the Air Reserve Forces. Listed below are the number of vacancies at Air Force Reserve Hospitals and Air National Guard Weather Flights. Positions offer up to 48 paid drills, a 15-day tour of active duty annually, retirement points, and possible promotion. Applicants should apply directly to unit of choice, giving full name, address, grade and AFSC.

LEGEND

Officer grade identification:
O-2/3, 1st Lt. & Capt.; O-4, Maj.;
O-5, Lt. Col. and O-6, Col. En-
listed: AFSC identifies skill level.
The #7 in AFSC 90270 indicates
openings for MSGts/TSgts. Sim-
ilarly, #9 refers to CMSgts/
SMSgts. and #5 to SSgts/A1C.

HOSPITALS-AFRes				HOSPITALS-AFRes				HOSPITALS-AFRes				WEATHER FLIGHTS-ANG			
619th USAF Hosp. Wright Army Base, Mass.				637th USAF Hosp. Algiers, La.				640th USAF Hosp. O'Hare IAP, Chicago, Ill.				Flt.	Location	Vacancies	
OFFICER				OFFICER				OFFICER				101	Boston, Mass.	25370, 25271, 25251	
C Grade No.	9735	O-2/3	2	AFSC Grade No.	9735	O-2/3	3	AFSC Grade No.	9636	O-5	1	104	Baltimore, Md.	25370, 25271, 25251	
O-2/3	1	9745	O-2/3	9216	O-2/3	1	9754	O-2/3	17	9216	O-2/3	2	105	Nashville, Tenn.	25370, 25271, 25251
O-4	1		O-4		O-4	1		O-4	1	9226	O-2/3	2	107	Detroit, Mich.	O-2/3 (1)
O-2/3	1	9754	O-2/3	9226	O-2/3	1	9856	O-2/3	1	9236	O-2/3	1			25370, 25271, 25251
O-2/3	1	9926	O-5	9416	O-4	2				9236	O-2/3	1	110	St. Louis, Mo.	O-2/3, O-4 (3)
O-4	1			9436	O-5	1				9316	O-6	1			25370, 25271, 25251, 70250
O-5	1			9446	O-5	1				9326	O-2/3	1	111	Ellington AFB, Tex.	O-2/3 (2)
O-5	1			9456	O-5	1				9386	O-4	1			25370, 25271, 25251
O-5	1			9486	O-5	1				9416	O-5	2	113	Terre Haute, Ind.	O-2/3 (2)
O-5	1			9576	O-4	1				9426	O-5	1			25370, 25271, 25251
O-6	1			9656	O-5	1				9446	O-5	1	116	Spokane, Wash.	O-2/3 (1)
O-4	1			9716	O-4	2				9456	O-5	1			25370, 25271, 25251, 70250
O-5	1			9725	O-2/3	5				9576	O-5	1	119	Newark, N. J.	O-2/3 (1)
O-2/3	5			90870		1				9586	O-5	1			25251
										9626	O-4	1	121	Andrews AFB, Md.	O-2/3 (2)
											O-5	1			25370, 25271, 25251
													122	New Orleans, La.	25370, 25271, 25251
													123	Portland, Ore.	21271, 70250
													125	Tulsa, Okla.	O-2/3 (1)
															25370, 25271, 25251, 70250
													126	Milwaukee, Wis.	25370, 25271, 25251
													127	McConnell AFB, Kans.	O-2/3 (1)
															25370, 25271, 25251
													131	Westfield, Mass.	O-2/3 (2)
															25370, 25271, 25251
													140	Philadelphia, Pa.	25370, 25271, 25251
													146	Pittsburgh, Pa.	25370, 25271
													154	Little Rock, Ark.	O-2/3 (1)
															25370, 25271, 25251
													155	Memphis, Tenn.	O-2/3 (1)
															25370, 25271, 25251
													156	Charlotte, N.C.	O-2/3 (1)
															25370, 25271, 25251
													163	Fort Wayne, Ind.	O-2/3 (2)
															25370, 25271, 25251
													164	Mansfield, Ohio	O-2/3 (1)
															25370, 25271, 25251
													165	Louisville, Ky.	25370, 25271, 25251
													167	Charleston, W. Va.	O-2/3 (1)
															25370, 25271, 25251
													181	Dallas, Tex.	O-2/3 (1)
															25370, 25271, 25251
													182	Kelly AFB, Tex.	O-2/3 (2)
															25370, 25271, 25251
													195	Van Nuys, Calif.	O-2/3 (2)
															25370, 25271, 25251
													196	Ontario, Calif.	O-2/3 (1)
															25370, 25271, 25251
													198	San Juan, P. R.	25370, 25271, 25251
													199	Hickam AFB, Hawaii	O-2/3 (1)
															25271, 25251

Reserved For You

The recruiting of Air Force Reservists takes many forms, running the gamut from the distribution—on a national level—of printed materials themed to create a favorable climate toward the Air Force Reserve, to the production of individualized pamphlets and posters in support of specific training program elements. But, one of the most professional methods of telling the Reserve story to the American public is Continental Air Command's in-house production, "Reserved For You."

The public service weekly radio series "Reserved For You," produced by CONAC's Recruitment Motivation Directorate celebrated its 11th anniversary in April, and the letters RFY have a special meaning for thousands of Air Force Reservists. RFY (Reserved For You) is literally music to their ears. It is their "commercial."

RFY's are shipped directly to 1,570 using AM radio stations to assure timely use with national impact in support of manning objectives

GOALS

- **PUBLIC ACCEPTANCE** — Family and Employer
- **RECRUITMENT**—Support of weak manning areas
- **PRIDE** — Country, Reserve, Unit
- **RECOGNITION** — Reserve Readiness



CONAC Dance Band supplies popular music for RFY shows. Commercials are brief, pointed, and reflect themes which stimulate Reserve recruiting and enhance public acceptance.



Producing exactly 5 minutes of "Reserved For You" requires perfect timing and technical knowledge. Here MSgt. Fred Lyle blends "voice" with music as he cues his announcer.

and themes for a given month's series of shows.

Currently, the series consists of six 5-minute shows, featuring the CONAC Dance Band, under the direction of CWO Nicholas Azzolina, with commentary by Air Force Reservist Capt. Dick George. MSgt. Fred Lyle is technical director and audio engineer. Each show contains a spot announcement promoting training program elements of the Air Force Reserve . . . and allows 10 to 30 seconds for local unit tie-in. Six shows monthly provide additional selections and allow stations programming flexibility.

"Reserved For You" is tape recorded monthly in the Continental Air Command Recording Studio and Music Hall at Robins AFB, Ga. Edited tapes, along with label information and distribution instructions, are forwarded on a scheduled basis to the General Services Administration broadcasting agent for a test pressing. Upon approval of the test, production discs are pressed, packaged and distributed to requesting stations.

The first four programs were pro-

duced at Bolling AFB, but technical difficulties, time and distance factors made it necessary to arrange for facilities at Mitchel AFB. In 1952 arrangements were made to borrow radio transcription equipment from the State Department (Voice America), and in January 1953 a small recording studio was completed at Mitchel, then CONAC Hq.

Initially, the programs featured the USAF Dance Band, using a 15-minute format. Two shows per disc pressed with some commentary phase of the Reserve Program guest speaker. Six programs were produced in 600 copies each, and distributed to the numbered Air Force units under CONAC's jurisdiction in 1953.

Fifty-two shows were produced in 1953 and 529 radio stations reported using the program. Public Service time obtained was estimated at a million dollars, while the production costs, including the wages of military personnel engaged in the production, was estimated at \$18,000 and today the production costs for discs averages about \$7,500 a

Air Guard's

"Total Effort"

GOALS

MANNING — 5,000 prior service men by June 30

MOTIVATION — Operation Muster and Try One programs

RESPONSIBILITY — Every Guardsman

COVERAGE — All information media

MAJ. GEN. Winston P. Wilson, chief, National Guard Bureau, stressed the necessity for an all-recruiting effort, indicating that the future of the Air National Guard the allocation of funds for its operation may very well hinge on whether they can fill their vacancies by the end of Fiscal Year 1963.

The General called upon each Guardsman to dedicate himself to assist with the task of recruiting the approximately 5,000 prior service

men needed before June 30.

Additional funds have been allotted for the purpose of producing recruiting and motivation materials to assist in what the General calls the "total effort," and the Guard is now on the final leg of its recruiting campaign, labeled Operation Muster.

The Try One program (The Air Reservist, Jan. '63) is being given special attention. A pamphlet has been produced and distributed to field units explaining this special program. Under Try One, former servicemen from any branch of the armed forces or from the reserve components are permitted to enlist in the Air National Guard on a one-year period trial basis and at the rank he held while on active duty.

A letter, signed by General Wilson, now goes to each Air Guardsman whose date of separation comes between now and June 30. In it, the General makes a personal appeal to the man to reenlist.

In addition, the Guard Bureau is producing printed and recorded radio spot announcements, live action television announcements, and a variety

of pamphlets, booklets and posters.

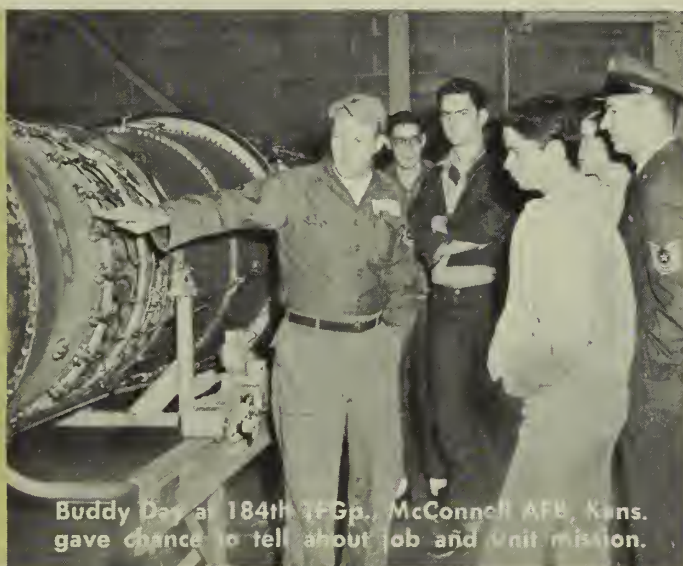
At field level, some of the results have been stimulating. The 184th Tactical Fighter Group, McConnell AFB, Kan., took advantage of Wichita's week-long Sport, Boat and Travel Show, to bring the ANG story before the public eye. An attractive display was set up on the show grounds, and Guardsmen were there to explain the Try One program and define the benefits of Guard affiliation.

About a month later the 184th followed this effort with what they termed a Buddy Day, which permitted personal guests of the Guardsmen to get a detailed description of the unit's mission and virtually every aspect of Air Guard operations. A question and answer session followed this personalized tour, and led to a good percentage of the more than 150 Buddies to express a decided interest in becoming members of the unit.

The efforts of this group, when multiplied by the number of similar ANG units, will produce the total effort of which General Wilson speaks, and should make the Guard's goal easily attainable.



ANG's "Try One" program is explained by 184th TFGp., sergeant at Wichita, Kans. sport show.



Buddy Day at 184th TFGp., McConnell AFB, Kans. gave chance to tell about job and unit mission.

Miami CD and CAP personnel chart "swamp buggy" rescue of crashed helicopter off Florida's Tamiami Trail this year—Photo by Sanders, Miami Herald.



CAP-owned aircraft of California's San Francisco Airport Squadron 35, prepares for mission. one of several planes operated by that search



Civil Air Patrol News

1962 was a year of added prestige for the Civil Air Patrol. Among other things, CAP pilots marked their organization's 21st anniversary by leading the nation's Search and Rescue (SAR) activities. They logged 56 percent, or 19,667 of the 34,841 hours flown by both military and civilian pilots under this country's SAR plan.

SAR is coordinated nationally by the Military Air Transport Service's Air Rescue Service at its headquarters at Orlando AFB, Fla. Area Air Rescue Centers are at Robins AFB, Ga. (Eastern), Richards-Gebaur AFB, Mo. (Central) and Hamilton AFB, Calif. (Western).

Alaska led CAP's 52 wings by flying 5,183 hours of the nation's inland total.

The Air Rescue Service's semi-annual report for the first half of 1962 placed CAP at flying slightly more than 51 percent of total hours flown. A three-wing search in Georgia and a multitude of searches in Alaska brought CAP's total to 56 percent.

North Carolina, Georgia and Tennessee wings battled bitter cold, snow, turbulence and high winds in a search mission for a pilot missing on

a flight from Atlanta, Ga., to Dunlap, Ind. The fatal crash site was found five days later, not far from Atlanta.

Far to the northwest, an accident involving a CAP pilot, added considerably to Alaska Wing's SAR time. The pilot was forced to parachute when his plane caught fire while transporting gasoline about 150 miles from Anchorage. He later told rescuers that the plane's wing fell off, the fuselage exploded, and "the bird just died."

CAP and other pilots searched the desolate country for six days before spotting the downed pilot near an abandoned cabin. He had survived by eating caribou moss and burning parts of the cabin for firewood. Fourteen CAP planes were in the air when he was finally sighted.

Searches go on almost daily in every wing of CAP as the following seven year record testifies:

YEAR	MISSIONS	SORTIES
1956	160	6,323
1957	156	7,413
1958	157	7,401
1959	201	8,401
1960	216	9,873
1961	442	11,267
1962	384	10,136

Prestige was further enhanced when Western Air Rescue Center, Hamilton AFB, Calif., recently received permission from the governing body of the CAP corporation for civilian pilots to operate in the areas across the borders of Mexico and Canada.

Despite a decline in available plus aircraft from the Government, the number of privately owned and licensed pilot members in the CAP has been on the upswing. Available aircraft now stands at 4,300, an increase of 150 over recent numbers. Pilot membership was 9,292 in 1961, a record. More cadets are learning to fly from their own resources, and more seniors own aircraft.

CAP is also strengthening its traditional youth program—the only of its kind combining military training and aerospace education. Its goal for the next four years is 160,000 active and cadet members. Today's strength is over 76,000 of which 42,000 are in the cadet corps.

Now in its twenty-second year, CAP is still a flying organization of volunteer civilians that will search for a ring of a telephone.

in the modern concept, a theater of military operations may include the whole territory of a belligerent country or coalition, whole continents, large bodies of water, as well as extensive air and cosmic space."

*—from the new Soviet book **Military Strategy***

Air Force

Point Of View

LONG RANGE PLANNERS recognize that the piloted aircraft will be a vital requirement in the defense forces of our Nation for many purposes for as far as we can see in the future. They will be necessary in a mixed use of strategic missiles and aircraft—and later, aerospacecraft and piloted and pilotless spacecraft. To point out the advantages of aircraft is not to imply that they are better weapons than missiles. Each kind of system has its advantages and disadvantages; they complement each other. The missiles' advantages in speed, penetration capability and survivability are widely publicized. Not widely understood is the fact that ICBMs and cruise missiles are designed for use, if necessary, only with nuclear warheads, whereas aircraft can be used with either nuclear or non-nuclear weapons in wars of all the varying intensities of conflict.

Among the capabilities for which many Air Force aircraft currently are particularly well suited:

- Can destroy, discriminately, military targets, particularly those near cities.
- Can destroy deeply hardened strategic missiles.
- Can detect and promptly destroy mobile strike forces, mobile aerospace defense forces, and other mobile forces and systems.
- Have optional uses, with either nuclear or non-nuclear weapons.
- Can perform reconnaissance and wartime assessment of target damage.
- Are recallable and reusable.
- Can "show the flag" in a "show of force."

Since we have no reason to destroy population centers as such, there is a major category of targets which missiles are not considered the best weapon because of their relatively limited accuracy. These are high priority military targets in or near cities. Destruction of the targets can be accomplished by aircraft with all weapons delivered with pinpoint accuracy.

Missiles cannot be used efficiently to destroy mobile targets. And only very powerful ballistic missiles with usually 100 percent reliability and accuracy could

destroy hardened strategic missiles on a one-for-one basis. Piloted aircraft could perform these functions more effectively.

Piloted aircraft have an added advantage also over pilotless weapon systems in their adaptability to operations in cold war, counterinsurgency, or limited war, as well as general war—and their ability to make best use of non-nuclear warheads.

Too often when the capabilities of piloted aircraft in a general war are being discussed, the environment of such a war is not considered. But in a realistic discussion, it must be. There is a misunderstanding about how strategic aircraft would be used in modern warfare. The World War II picture of massed bombers winging their way over enemy targets amid bursts of anti-aircraft flak is for the history books. Strategic air warfare tactics of this kind went out with the advent of nuclear weapons, improved bombers and advancements in air defense.

The advent of missiles is changing the tactics of counterattack. Use of missiles plus aircraft permits an initial one-two counterstrike. First would come the softening up of enemy radar and military command centers, plus enemy air defense missile sites, air fields and surface-to-surface missile bases, by strikes from our long-range ballistic missiles and missile-and-bomb-carrying aircraft. The aircraft would use penetration tactics and devices unknown in World War II. Then more of our aircraft would strike—some with explosives heavier and more powerful than any of our missiles can deliver, others with multiple small weapons for use against a variety of targets. While large forces of our aircraft would head toward their targets at first warning, and could be recalled if the warning of attack proved false, our ICBMs (launched after it was certain that we had been attacked) would beat many aircraft to the target area, severely degrading the enemy's air defenses.

The piloted vehicle is a weapon system not only of the past, but of the future. Missiles and aircraft are complementary weapon systems, each with definite and decided advantages. Although the growing performance capability of missiles indicates they will have a major role, the tasks for piloted vehicles are equally important; their uses are many and varied in cold war, counterinsurgency, limited war, and general war.

Proposed increase in Army aviation would require increases in the Air Force. The Secretary of Defense has approved a proposal of the Army Howze Board (headed by Lt. Gen. Hamilton H. Howze) for the Army to test air assault and support units, substituting Army aircraft for trucks and tanks and otherwise providing much of its own air-delivered firepower, air reconnaissance and air transport in the battle area. Experts both in the Army and the Air Force agree that, if approved, the proposed "air mobile operations" would require an increase in the Army's present reliance on the Air Force for air support, such as strategic airlift, intra-theater airlift, troop carrier operations, long-range reconnaissance, interdiction of the battle area, counter-air and close air support. Moreover, in the area of Air Force tactical air transport, additional air support would be required to operate aerial lines of communications.



① A C-97 cockpit, displayed at one of two Open House recruiting drives by the 9603rd AFRes Recovery Sq., Billings, Mont., brought this "Will it bite?" expression to young Bart Christiansen. Capt. Robert L. Ransom, USAF, helped quell Bart's fears. ② A hero in '57 when he air-searched and found a missing two-year old, Capt. Donald Mageean, ANG (Vt.) jet pilot and CAP wing operations officer, duplicated the feat this March when he located missing crash victim, Dr. Peter Garner. ③ Summer encampment plans for ANG's 108th TFWg., McGuire AFB, N.J., are reviewed by Commander, Brig. Gen. Donald J. Strait and staff. (l-r) Lt. Col. H. Cumberland, Gen. Strait, Capt. W. Deiner and Lt. Col. R. Ritchings. ④ Faced with leaving the AF Reserve by a UMD revision of the 459th TCWg., Andrews AFB, Md., (l-r) SSgts Dorothy Faulkner, Olivia Brown and Cleo Burgess remained true to AF blue by accepting assignments with the (formerly all-male) 2493rd AF Reserve Sector, Bolling AFB, D.C.

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JUNE 1963

the air reservist

The Official Magazine Of The Air Reserve Forces

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*new look
for
air guard
aircraft*

JUN 17 1963

UNIT OF WINDS

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BEWARE OF PLAST

the air reservist

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AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

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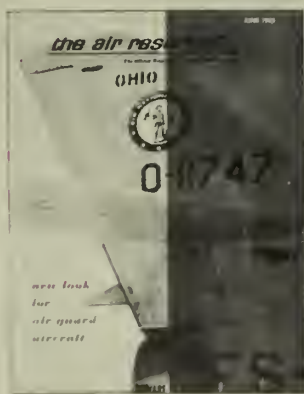
TSgt William J. Turner

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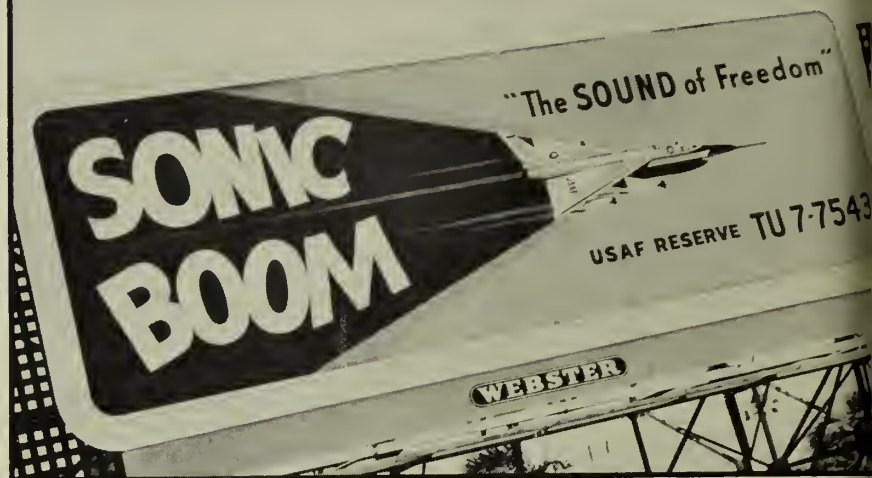
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"New Look" showing recently adopted Minuteman insignia of Air National Guard is proudly displayed on swept back tail of this Springfield-based (Ohio ANG) F-84F Thunderstreak. Insignia, with state name above, will identify all Air Guard aircraft.

Scanning the news

Reservists Help USAF with Sonic Boom Problem



Reservists of Miami Information Flight are helping USAF quell "Sonic Boom" fears. Original radio & TV spots, printed materials, newspaper articles, speeches, and the above 15' x 54' billboard are part of the effort.

RECOVERY IN SNOWSTORM

Blinding snowstorms are not uncommon in Utah, but the voluntary efforts of an Air Force Reserve Recovery squadron during a storm are, and deserve recognition.

Last April 19, Mother Nature hung a "Closed for Business" sign on the front door of Hill AFB, Utah, forcing a flight of three F-84s to divert to the Salt Lake City Municipal Airport about 20 miles to the south.

Maj. Al Conta, commander of the 9627th Air Force Reserve Recovery Squadron and his maintenance officer, Maj. Donald Cook have an agreement with the tower operators whereby one or the other is informed immediately of such unusual landings, especially those involving Regular Air Force aircraft. Since the recovery of military aircraft is the squadron's primary mission, these Reservists feel their unit's participation in such actual emergencies affords the best possible training and practical experience. Upon learning of the F-84s' precarious situation the "tower" operators at Salt Lake City immediately notified Maj. Al Conta. In turn, Major

Conta spread the word by telephone to the members of his squadron to their places of business. Within minutes the first Reservist (SSgt. Glow) arrived, to be followed shortly thereafter by the other members, within one hour of landing the F-84s were back in the air and headed for their destination. And so, the Reservists marked one more instance of Recovery readiness and capability.

However, a C-133B Globemaster II, facing the same weather conditions, quickly brought the Reservists back out to the airport. The huge aircraft, the largest turboprop transport in the Air Force inventory, landed with hopes of being refueled immediately in order to proceed on its mission.

Not having the amounts of fuel or other supplies (liquid oxygen) required by the C-133, the Reservists were almost forced to give the aircraft commander a negative answer. But the basic concept of the Recovery program leaves little room for negative answers and provides no latitude for initiative and persistence, and these Reservists performed according to their training.

The problem was quickly solved.

round trip over snowy roads to AFB. With only a few hours the big craft was once again to continue its mission.

Recovery Reservists, voluntarily, proved not only their readiness and dedication, but served also demonstrate the day-to-day practice of the Air Force Reserve Reserve concept.

CONVENTION AT SAN JUAN

The 47th annual meeting of Adjutants General Association of United States, held in San Juan, Puerto Rico, April 21-25, was a cue for Guard leaders and others to take of the National Guard situation, solving problems and accomplishing and predicting its future.

Gen. Winston P. Wilson, deputy chief of the National Guard Bureau, outlined an impressive array of problems from pilot shortage and inadequate school quotas, to lack of equipment and other equipment.

called on Guardsmen in the to study the problems that face and to propose solutions, no how unorthodox, to the NGB. General Wilson told the Adjutants that above all the National must not let tide of events run but must, by boldness, determination and imagination, remain of its fate.

Gen. I. G. Brown, assistant NGB, for Air, said that the's performance over the last's best symbolized by the owl. He said, the Guard has shown, patience to sit out the tension varying challenges of the world on . . . and the wisdom to meet, reze, evaluate and act on the many

requirements and changes that events and DOD have asked of it."

Going into the specifics of the year's highlights, he mentioned some of the many activities of the ANG including participation in the Cuban crisis; providing striker and interceptor aircraft in support of tests on our Air Defense system; and photo reconnaissance missions flown to provide films for the AF Library.

In addition, he mentioned that the Air Guard's Air Defense units on 24-hour alert had scrambled 9,915 times, accomplished 16,620 intercepts and flown 19,195 hours under Air Defense Command control so far this fiscal year. The Guard's heavy air transport units accomplished 2,101 flights, flying approximately half a million miles, he said.

For the future, General Brown outlined several plans to increase Air Guard versatility and combat readiness. One of these is the new concept whereby Guard air transport units in the western states are to fly training missions over the Atlantic and eastern units are getting a chance to fly missions over the Pacific. In this way all Air Guard transport units will become familiar with operational difficulties in both oceans.

In the crucial area of recruiting, the General announced that the Air Guard had a net gain of 1,344 men during March, and another 1,401 for April; figures that are well over the monthly goal. However, he warned against the possibility of overconfidence and urged that the total effort continue to bring the Air Guard to full strength by June 30.

In closing, General Brown said he was optimistic about the prospects of the Guard. He feels that, "The skills we have developed among our people over the years will be valuable

assets to the nation in the future, regardless of whether the missions are in counterinsurgency or in outer space."

Another speaker at the conference, Lt. Gen. David A. Burchinal, Air Force deputy chief of staff for plans and operations said, "... our active forces are insufficient to meet all contingencies, and we must rely on our Reserve Forces for operationally ready units and trained individuals."

General Burchinal promised the Air Guard new and better equipment just as soon as the Air Force received some itself. He said the increased procurement of F-4Cs, and the TFX will mean additional F-100s and later F-105s for the Reserve Forces.

For the future General Burchinal said he saw "... a continued likelihood that Reserve and Guard units will be called upon to assist whenever a real trouble spot appears."

He said that "Our concept of real readiness is working; it has been tested in crisis; it has been found equal to very severe demands.

"We have every confidence that our Reserve establishment will continue to grow, to improve, and its mission will continue to expand."

ROA CONVENES AT MIAMI BEACH

More than 1,500 delegates and guests of the Reserve Officers Association are expected to converge upon Miami Beach, Fla., for the 37th annual Convention, to be held there this month (13th thru 15th).

Although the convention's formal opening is scheduled for June 13, many of the delegates will arrive a day earlier for registration and the traditional president's reception.

Air Force Secretary Eugene Zuckert will be this year's keynote speaker.

Conventions

Mr. John Lang, deputy for Reserve ROTC, and Brig. Gen. Donald Campbell, commander, 302nd TCWg., Clinton County AFB, Ohio, award local General Electric plant manager David saw a certificate of appreciation for company's excellent cooperation with employee/Reservists during last year's ban recall. Mr. Lang was principal speaker at the ROA state convention in Dayton. @ Maj. Gen. James Cantwell, president of Adjutants General Association, spoke at convention as successor, Maj. Gen. Edwin Heywood and Benjamin Fridge, Air Force special assistant (Manpower, Personnel and Reserve Forces) listen.



Scanning the news

LOGEX '63 Attracts International Observers.



European Reserve Officers, members of CIOR, attended LOGEX '63 as observers. Here they are briefed by Brig. Gen. James McPartlin, commander of the USAF contingent assisting with the Army's map maneuver exercise.

continued from page 3

In April, the ROA's National Council adopted a resolution which praised the speed with which 14,000 Air Force Reservists answered the nation's call in the Cuban crisis of last year, terming it "unique in the annals of military history." The resolution lauded the emergency airlift provided by C-119 and C-123 aircraft of the units called to active duty and others which volunteered their services, including the 25 Recovery units. Though not called up, personnel of the latter units assembled "voluntarily and without pay" to meet the needs of the active Air Force. Copies of the resolution were sent to the secretary of Defense, secretary of the Air Force, the chief of staff and commander of Continental Air Command, and Tactical Air Command.

RESERVISTS AID JOINT EXERCISES

The names, LOGEX, Coulee Crest and Big Blast Papa, may not mean much to the man in the street, but they have a familiar ring to many members of the Air Reserve Forces. They are the names of three exercises which various units of the Air Force Reserve or Air National Guard have participated in during the past two months. This month, Air Guardsmen will take part in another exercise—Apache Opal. It will be followed by the big one—Swift Strike III—commencing in July.

LOGEX '63 TESTS AFRes REACTION

LOGEX is the brief title given the U. S. Army's command post exercise and map maneuver conducted annually with the cooperation of the U. S. Air Force, the Department of State and the U. S. Navy. This year's LOGEX began in late April and ended May 10.

LOGEX '63 was held at Fort Lee, near Richmond, Va., and 46 Air Force Reservists participated, serving active duty tours ranging from seven to fifteen days each. The Reservists came from a variety of CONAC units, some from troop carrier wings, air terminal and aerial port squadrons, and others from recovery units, aeromedical evacuation and casualty staging squadrons.

Primarily a logistic exercise, LOGEX '63 was built about a hypothetical general war between allied forces and an aggressor, involving the employment of nuclear weapons. In general the exercise consisted of participant reaction to certain situations and requirements, some of which existed when the problem opened and others which were presented during the exercise.

LOGEX '63 provided student officers of the Army technical and administrative service schools the opportunity to apply the theories learned at their respective schools. Also, it gave emphasis to the value of interservice cooperation, and afforded the participating Reservists a source of interservice training.

COULEE CREST USES 452nd TCW

largest troop exercise ever staged the West Coast, was conducted in the vicinity of Yakima, Wash., from April 30 to May 20.

The joint exercise which involved some 40,000 soldiers and airmen was held by the U. S. Strike Command. Its battlefield covered a maneuver area of more than one million acres, and live firing was conducted by air and ground components the opposing sides.

Air Reserve Forces participation was limited to aircraft and personnel of the 452nd Troop Carrier Wing which provided 10 C-119s. Seven of these were from March AFB, Cal., and three from its detachment at HAFB, Utah. Fifty-seven officers and twenty-four enlisted crewmen flew into Gray Army Air Field, Wash., on May 5, for initial operations. Four of the officers were assigned to Combat Airlift Support Unit (CASU). Maj. William Martin, battle operations officer for the 452nd March AFB, commanded the unit.

The C-119s were used to fly actual and simulated air evacuation, courier and courier missions. They served both Red and Blue Forces.

Figures available at press time show that during the first four days of the exercise, C-119s airlifted 29,000 pounds of assorted cargo and a total of 668 passengers. The load included 345 simulated and 21 actual casualties. The "patients" were evacuated from casualty staging areas at forward air strips to Gray.

The Reservists flew 61 sorties, pending 171 flying hours in direct support of the exercise while logging a total of 228 hours overall.

SWIFT STRIKE III STARTS IN JULY

Swift Strike III will commence July 21 with many Air Reserve Forces personnel, units, aircraft and equipment scheduled to participate. The maneuver ends August 16.

Reservists from 16 of CONAC's flying units and a total of almost 100 aircraft, both C-119 and C-123, will provide airlift support for the "Red" and "Blue" forces in this massive U. S. Strike Command military maneuver conducted in the Carolinas.

STRICOM, commanded by Col. Paul D. Adams, USA, is the unit command which operates directly under the Joint Chiefs of Staff. It is mobile, flexible and highly trained.

is composed of combat-ready of Air Force's Tactical Air Command and the Continental Army Command. Seventy-five thousand COM troops will engage in the field training exercise.

Besides providing practical training for the participants, Swift Strike will serve as a proving ground for the employment of new systems. An important change to the current system of air support will be made thoroughly during the exercise. The "Direct Air Support Team" will find Air Force's Forward Air Controllers (The AIRCRAFT, Aug '62), Army's Forward Commanders and Air Force Forward Operations Centers, using newly developed communications equipment to speed up the air support reaction in front line situations.

The following Air Force Reserve carrier groups (13 using C-119 and three using the C-123) will provide airlift for the three-week exercise: 901st, L. G. Hanscom Field, Mass.; 902nd Grenier Field, N.H.; 903rd and 907th, Clinton County Airport, Ohio; 930th and 931st, Barksdale AFB, Ind.; 932nd, Scott AFB, Ill.; 935th Homestead AFB, Fla.; 936th, Bates Field, Ala.; 933rd, General Mitchell Field, Wisc.; 934th, Minneapolis-St. Paul International Airport, Minn.; 912th and 913th, Fort AS Willow Grove, Pa., and the 914th, Niagara Falls Municipal Airport, N. Y. The three C-123 groups are the 918th, Dobbins AFB, Ga., and the 919th and 920th at Memphis International Airport, Tenn.

Personnel from these units are scheduled to fly more than a thousand sorties, airdropping cargo and troops, and ferrying cargo. During last year's exercise CONAC's reserve aircraft flew 1,222 sorties, 2,703 hours, dropping 5,416 troops, air-landing 4,219 infantry, and transporting 2,322 tons of cargo. Each of the 2,703 hours was flown without an accident.

CONAC will be supplying further assistance for the maneuver in the form of more than 400 Air Force Reserve members of the Recovery Team. Three Recovery squadrons, the 9313th, Laurenburg, N. C., the 9314th, Spartanburg, S. C., and the 9315th, Anderson, S. C., will serve in direct support of STRICOM's direct-controller headquarters at Laurenburg. The three squadrons, members of the 8439th Recovery Group at Charlotte, N. C., will "lead" their active duty service during the period of Swift Strike III. The Recovery squadrons will per-

form the functions for which they constantly train, servicing aircraft with fuel and minor maintenance, and providing aircrews transportation and crash-rescue protection.

Two other Recovery squadrons, the 9305th Winston-Salem, N. C., and 9306th, High Point, N. C., will serve at a Swift Strike III deployment site, Bush Field, Augusta, Ga., in direct support of the exercise.

Air National Guard tactical fighter, reconnaissance, troop carrier and other units from nine states will take part in the exercise. They are: 102nd Tactical Fighter Gp., Boston, Mass.; 107th TFWg., Niagara Falls, N.Y.; 184th TFGp., Wichita, Kans.; 117th Tactical Reconnaissance Wg., Birmingham, Ala.; 123rd TacRecon Wg., Louisville, Ky.; 127th TacRecon Wg., Detroit, Mich.; 130th Troop Carrier Gp., Charleston, W. Va.; 135th TCGp., Baltimore, Md. and the 143rd TCGp., of Providence, R.I. Communications units also will participate.

EXTRA POWER FOR ANG KC-97

The Air Force is preparing a feasibility study to determine whether or not the Air National Guard can add extra power in the form of jet engines to its three squadrons of KC-97 air refuelers.

If the proposal should be approved, the addition of jet engines to the prop-driven KC-97 would greatly increase its capability, allowing the jet augmented aircraft to take a prime place in the TAC's aircraft inventory alongside its first-line fighters.

The improved air refueler would have greatly increased flexibility. It would be capable of refueling all Air Force and Navy refuelable receivers at altitudes up to 30,000 feet and at the mach number of the KC-97, with more fuel than TAC's present KB-50.

The modification would make the KC-97 capable of logistic support of contingency and counterinsurgency operations at short length forward airstrips, supplying tactical aircraft with fuel, supplies and support personnel. It would, in fact, make the three Air Guard squadrons completely mobile and essentially self-supporting tanker forces.

The jet-augmented tanker could take off from 5,000-foot runways carrying maximum gross loads with a greater safety factor than the present model has on a two mile runway.

With reduced loads the plane could safely operate from much shorter strips making it useful for Army and counterinsurgency operations.



A Combination of Talents

① During LOGEX '63, Air Force Reservist TSgt. William Moseley (1) relays information to Regular AF counterpart, MSgt. Eugene Clemons. ② Brig. Gen. Andrew Cannon, commander, 6th AFRes Region, presents DOD award to Mr. Ira Bechtold for work with Reserve's Military Affiliate Radio System program. ③ Maj. Gen. Raymond Reeves (r), vice commander, MATS, accepts tribute certificate from Maj. Gen. Winston P. Wilson, Deputy Chief, NGB, for his command's contributions toward firm relationship with Air National Guard program.

Scanning the news

"Muster Day" Aids ANG Recruiting.



Thirty thousand spectators crowded San Juan's new stadium to witness "Muster Day" ceremonies by Army and ANG units in joint recruiting drive. Maj. Gen. Juan Davila, Adjutant General of P. R., hosted the varied and colorful event.

Roger S. Swanson, Travel Editor for the *Kansas City Star* (Mo.) accompanied an Air Force Reserve flight crew on a mission they accomplished in May. Below are excerpts of his account of that trip as they appeared in his newspaper . . .

'OLD SHAKY' DOWN TO RIO

Rio de Janeiro — I have just been flying down to Rio—the long way, in a roaring, rattling, lumbering 200-mile-an-hour C-124 cargo plane of the U. S. Air Force.

"Old Shaky" as the crew calls the big 4-engine C-124, wasn't out to break records. It had a particular and rather proud assignment: To go to Sao Paulo, Brazil (by way of Rio) and pick up an X-15 rocket plane and a Project Mercury space capsule that had been on display at a Brazilian aeronautical exhibition. This task was turned over to the 442nd Troop Carrier Wing at Richard-Gebaur AFB, Kansas City, Mo.

Lt. Col. Douglas Jenkins, a telephone company executive, headed the crew of Reservists who had been temporarily ordered to active duty to fly the Globemaster south. His co-pilot was Capt. Richard Garbrink, a corn and cattle farmer from Paxton, Neb.

"Now you won't find this old bird exactly like the Boeing 707," the Colonel explained. "It's big and noisy. But it's a fine airplane. We just call

it Old Shaky because it shakes."

We departed Richards-Gebaur on a Sunday morning, then stopped at Detroit, Mich., to pick up Col. C. U. True, an officer making the trip.

Shortly after we were airborne, I came to have a new respect for these Air Force civilian Reservists. At the drop of a hat, they seem to have a marvelous capacity for switching from civilian clothing and jobs to Air Force discipline and the rigorous requirements of modern military aviation. This kind of skill and dedication always has stood the nation well in time of emergency (the 442nd, itself, was called to duty during the Korean and Cuban crises). When you consider these men voluntarily give up their weekends, and often, their vacations you get a picture of devotion. The small extra income they receive is hardly worth the time sacrifice.

Colonel Jenkins discussed the camaraderie of Air Force Reservists. "We all feel a certain sense of achievement and comradeship," he commented. "As Reservists we believe, too, we have an unusual obligation and responsibility."

Capt. Elwin Elsworth, an architect, and Maj. Burl G. McCanless, a draftsman, served as navigators on the trip. Other crew members included Sgt. Sam Russell, Sgt. Girardo Gandini, Airman Jesse Smith, and Sgt. James Taylor.

After Detroit, Old Shaky headed

for Charleston, S. C. and an overnight stop. The next morning we took off for a 6-hour overwater leg to Ramey AFB, Puerto Rico.

The next day provided a real test. We left Ramey AFB, Puerto Rico at 9 o'clock. It was 15 hours of stop flying before we landed for the night at Recife, Brazil.

But next morning, the final leg to Sao Paulo proved an unusual trip. The plane paralleled the coast of South America, flying over such cities as Vitoria and Salvador. A partial cloud cover obscured the coast, but as we approached Rio, the sky opened and one of the world's magnificent cities unfolded below. The spectacular Christ statue of the harbor, silhouetted against a white cloud background, stood out splendidly. So did the Sugar Loaf and the wall of skyscrapers at Cocacabana Beach.

Now, Sao Paulo loomed only 100 miles ahead. Another spectacular horizon, massive blocks of skyscrapers surpassing even Chicago.

Touching down at Gongonhas Airport, the C-124 attracted wide attention. By far, it was the monster of all civilian and military craft there.

Old Shaky was secured for 48 hours. On the return trip, new passengers would be aboard, the X-15 rocket capsule, to be held in the hold of the great whale of a cargo plane.

Capt. Floyd E. Sageser, an Air Force Reservist with the 24th AFRes Sector, Belton, Mo., furnished the following description of a recent MATS trans-Atlantic medical evacuation flight in which Air Force Reservists participated . . .

TRANS-ATLANTIC AIR EVACUATION

The English coast was a dark mass in the distance. The crew of the Military Air Transport Service C-135B jet transported its descent procedures from 30,000 feet in preparation for a landing at McGuire AFB, N. J. In the cabin a flurry of activity began. Blankets were tucked in, litter tightened, medical supplies secured, and personal effects collected.

The MATS jet was one of at least four such aircraft to cross the Atlantic and Pacific oceans each week as medical evacuation aircraft. In the rear cabin were sick and injured servicemen, dependents, and a department of Defense employees. Medical evacuation crews returned them to the US for treatment.

part of that nursing crew were Air Force Reservists—members of the 36th Aeromedical Evacuation Squadron at Richards-Gebaur AFB, who had volunteered for seven years of active duty. 1st Lt. James Anderson, a male nurse, SSgt. E. Webb and A2C Stanley Goldman, medical technicians, nearing the end of an unusual tour which had taken them half-around the world. Its purpose was to orientate them in the latest evacuation techniques and for them to assist an active duty evacuation team in caring for a plane load of medical evacuees.

The Reservists were the 40th crew of the 36th Aeromedical Evacuation Squadron and Air National Guard men to participate in this program since it was organized by MATS Eastern Air Force at its headquarters last August. A total of 10 Reserve and ANG units are participating in the program.

Three trainees reported to McChesney AFB, where they were briefed by Col. Sara K. Neese, chief of the AF flight nurse.

During the regular course of our medical unit training, we realize that many of our Reservists have only limited contact with real patients. By allowing them to work with our active duty crews on these flights, they have an excellent opportunity to observe patients who are seriously ill. They also can learn the use of the latest special equipment and the aircraft," said Col. Neese. After the three men arrived at the Main Air Base, Frankfurt, Germany, after a 7 hour, 10 minute flight aboard a C-135A, which also carried 16 tons of assorted cargo. In the afternoon, Lieutenant Anderson was assigned to the 1454th Aeromedical

Evacuation Squadron where he was briefed on aeromedical evacuation procedures. Sergeant Webb and Airman Goldman were also briefed.

Early next morning Lieutenant Anderson was picked up at his quarters by the two nurses with whom he would work on the homeward flight, Senior Nurse, Capt. Happy Taketa and 1st Lt. Geraldine Bendickson.

The next morning the two enlisted Reservists assisted in the conversion of a C-135B from passenger configuration to passenger and litter interior to accommodate both ambulatory and stretcher cases.

At approximately 10 a.m. the patients began to board, first those who were ambulatory; then the litter cases. Last litter case aboard was an Army paratroop captain who was almost completely paralyzed from a head injury. He was Lieutenant Anderson's responsibility on the homeward flight.

At 11 a.m., the big jet was airborne and the Reservists went to work. Medication for several of the patients continued during the eight hour flight, litters had to be remade and hot meals served.

RESERVE NEWS IN BRIEF

Approximately 650 Reserve 2nd lieutenants to 1st lieutenant will be considered by a Board convening at the Air Reserve Records Center August 5-6. Eligibility requires a June 30, 1961 (or before) promotion service date and being in an active status . . . Flying Safety awards were recently presented to two Air Force Reserve troop carrier wings. Recipients were the 349th, Hamilton AFB, Calif., with almost 20,000 accident-free hours, and the 435th, Homestead, Fla., with

Promotions of approximately

over 14,000 hours. Air Force Reserve's total accident rate for 1962 was 2.9 percent per 100,000 hours, and Air National Guard's was 7.85.

The 166th TFSq., Ohio ANG, received the Frank P. Lahm Air Safety trophy for the 18-month period ending Dec. 1962, which included Berlin crisis active duty flights. The trophy is named for Brig. Gen. Lahm (Ret.) who is one of two living aviators trained by the Wright brothers . . .

Thirty-three aircraft from two Air Force Reserve troop carrier wings were used by over 1,000 Catholic paratroopers who took part in this year's annual St. Michael's Society jump at Ft. Bragg, N.C. on May 25. The planes were from the 445th at Dobbins AFB, Ga., and the 446th at Ellington AFB, Tex.

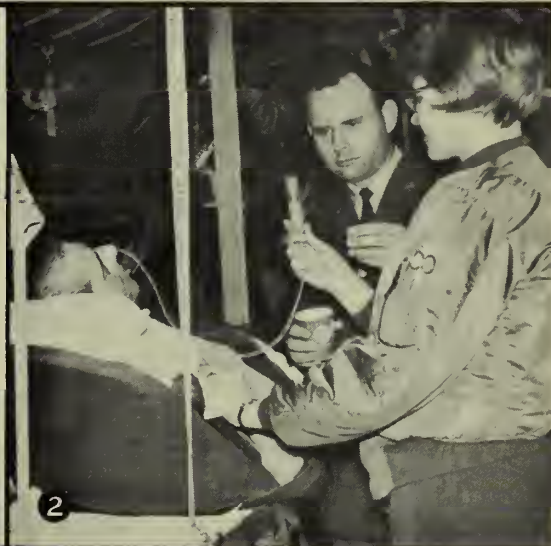
Air Force Reserve units throughout the nation received another stimulus last month aimed at bolstering their recruiting efforts through a new "Try One" enlistment program. Under Air Force Reserve's Try One program, enlistments for periods of one year are now authorized, and former servicemen from any branch of the armed forces or from the reserve components are permitted to enlist for a one year period trial basis and at the rank held while on active duty, provided the reenlistment takes place within one year of release from active duty.

Previously only enlistments of three, four, or five years were permissible. Individuals may take advantage of the new concept, just once, if they have completed their military obligation.

The program, originally adopted by the Air National Guard and the subject of special consideration by the Air Reserve Forces policy committee, hopes for full manning soon.

Lend Helping Hand

People to People banner presented by Brazilian officials by Roger Swanson, author of "Old Shaky" story (pg. 6) and Lt. Col. Douglas Jenkins, (c) aircraft commander during flight, and Forrest McCluney, president of Kansas City's People to People Council. ② Seriously injured patient being tube fed by Reserve 1st Lt. James Anderson (c) and nurse, 1st Lt. Geraldine Bendickson, during recent MATS medical evac flight from Germany to United States. (Story pg. 6-7)



**Mr. Benjamin W.
FRIDGE**

Special Assistant (Manpower, Personnel and Reserve Forces.) Mr. Fridge is an AFRes Brig. Gen. with a mobilization assignment as Deputy to the Commander, Hq. Command, Bolling AFB, D. C.



**Mr. John A.
LANG**

Deputy for Reserve and ROTC Affairs. Mr. Lang is an AFRes Brig. Gen. with a mobilization assignment as Deputy Commandant, Hq., AFROTC, Air University, Maxwell AFB, Alabama.



a voice in Policy

*America's military posture is linked firmly to
the individual and joint policy decisions
of the several services and their Reserve components.*

In each of the first three issues of *The AIR RESERVIST* for 1963, an article was devoted to explaining the Reserve Forces' policy making process. At Department of Defense level both the Reserve Forces Policy Board (Jan. '63) and the Office of the Assistant Secretary of Defense/Manpower (Feb. '63) screen and evaluate proposals and advise the Secretary of Defense on Reserve policy matters. The Air Reserve Forces Policy Committee (Mar./Apr. '63) performs a function within the Department of the Air Force which is similar to that of the Reserve Forces Policy Board.

In this issue, we discuss the responsibilities of the Office of the Secretary of the Air Force and of the Headquarters USAF Staff.

THE SECRETARY OF THE AIR FORCE has designated the Under Secretary of the Air Force as the statutory appointee responsible for Reserve Forces matters as required by law. (Dr. Brockway McMillan has been nominated to be Under Secretary of the Air Force to replace Dr. Joseph V. Charyk who resigned effective March 1, 1963.) Working closely with the Under Secretary are two experts on Reserve affairs: Mr. Benjamin W. Fridge, special assistant for manpower, personnel and Reserve Forces, and his Deputy for Reserve and ROTC, Mr. John A. Lang, Jr.

These gentlemen (both brigadier generals in the Air Force Reserve) review not only the recommendations of the Air Reserve Forces Policy Committee but also proposed actions by the Air Staff which affect the Air National Guard and Air Force Reserve. Their advice, based on active duty military experience and in the Reserve Forces, plus intimate knowledge of current programs and problems, provides a foundation for decisions by the Secretary and Under Secretary. Among their many responsibilities, they represent the Secretary on various boards and committees dealing with the Reserve Force and before Congressional committees. They also maintain close liaison and meet with the various non-military organizations which are interested in Reserve Forces programs.

Although Mr. Fridge and Mr. Lang are the Secretary's principal advisers

**Maj. Gen. C. R.
LOW**

Directly responsible to Air Force's Chief of Staff, Maj. Gen. Curtis Low insures the application of the "Total Force" concept as it is applied to the Air National Guard and Air Force Reserve.



Reserve matters, the total force concept of the Air Force mandates interest in Reserve affairs by all divisions of the Department of the Air Force. Thus, you will find that the assistant secretary for materiel, the general counsel, the director of information and all the other members of the Office of the Secretary are vitally interested in those aspects of the Reserve Forces program which fall within their areas of responsibility.

The Chief of Staff also has a principal advisor on Reserve matters, the Assistant Chief of Staff for Reserve Forces, Maj. Gen. Curtis R. Low. Within the Air Staff, however, even more than in the Office of the Secretary, the total force concept dictates management concept. The Chief of Staff has directed that the Air Staff work on and treat the Air Reserve Forces the same as it does the active force units and, as nearly as possible, expect the same rapid response from them. It is therefore imperative that policies, and programs for the Air National Guard and Air Force Reserve be in consonance with those of the active force. They must be developed concurrently by the same

agencies, and with the same emphasis.

Each deputy chief of staff and director is responsible to the Chief of Staff for developing and coordinating throughout the staff those policies, plans, programs, and procedures for the Reserve Forces which fall within his functional area. Each also must accomplish normal staff actions in support of Reserve programs and the Civil Air Patrol. In other words, he does for the Reserve Forces exactly what he does for the active duty force.

Offices which are constantly and deeply involved in Reserve matters utilize the services of Reserve advisers. These are ANG and AFRes officers assigned for four year tours under Section 8033 and 265 of Title 10, U. S. Code (See "Openings," p. 2, May 1963 AIR RESERVIST). Their job is to provide on-the-spot knowledge of Reserve Forces problems and capabilities and to assure that these factors are considered in all actions affecting Reserve programs.

The Assistant Chief of Staff for Reserve Forces (General Low) constantly analyzes and evaluates the broad policies developed by the Air Staff to insure that they are consistent with overall objectives and give consideration to the special problems of the Reserve Forces. He acts as the final coordinating authority for the Chief of Staff on policies concerning overall concepts, mission assignments, personnel, utilization, and force structure for the Air National Guard and the Air Force Reserve. He assures that these policies are effectively implemented by the functional areas of the Air Staff and maintains continuing surveillance over the mission capabilities and readiness of the Air Reserve Forces.

Since he is the coordinator, reviewer, and appraiser for the Chief of Staff, he must have a voice in the development of policy. He therefore attends meetings of the Air Staff Board and the Air Force Council when Reserve matters are being considered, and provides advisers to committees and panels of the Air Staff Board. He makes certain that his office is represented on all working groups for systems involving the Air Reserve Forces.

In the legislative field, he provides support witnesses for posture hearings and for defense of appropriation requests for Air Reserve Forces support. He coordinates with Air Staff action offices in preparing and supporting legislation applicable to the Air Reserve Forces and the Civil Air Patrol.

The Assistant Chief of Staff for

Reserve Forces also represents the Air Force as a member of the Reserve Forces Policy Board (Office of the Secretary of Defense) and maintains close liaison with the Air Reserve Forces Policy Committee. He serves as the Air Staff point of contact with the National Guard Bureau, Continental Air Command, and the wartime gaining commands on matters of broad policy relating to the Air Reserve Forces.

In the public affairs field, he represents the Chief of Staff in relations with non-service organizations having primary interest in Air Reserve Forces matters. He coordinates all information programs and policies pertinent to the Air Reserve Forces and maintains close liaison with the Director of Information, USAF, and the information offices of the National Guard Bureau and CONAC.

The manning authorization for the office of the Assistant Chief of Staff for Reserve Forces is 15. This includes ten officers, three of whom are ANG 8033 and 265 officers and three who are Air Force Reserve 8033 and 265 officers.

Recent changes in the organization and functions of the office are designed to produce more positive control of Reserve programs and to identify more clearly the responsibilities of deputies and directors of the Air Staff. Heretofore, responsibility for actions on various Reserve Forces matters had been assigned partly to the office of the Assistant Chief of Staff for Reserve Forces and partly to other Air Staff agencies. There was no clear cut "home" for many types of actions. The Assistant Chief of Staff for Reserve Forces has now been relieved of these detailed operating functions in order to concentrate his efforts on major policy matters which have far reaching implications for the Air Reserve Forces. Each agency in the Air Staff now has a definitive responsibility for Reserve matters which corresponds to its responsibility for active force matters.

The total force concept requires that Air Reserve Forces be a ready, responsible part of total Air Force power. It demands that Air Reserve Forces capabilities be used wherever they can make the maximum contribution to Air Force effectiveness, across the entire spectrum of Air Force missions.

The Air Reserve Forces management structure is tailored to support the total force concept—to insure the proper and full utilization of Air Reserve Forces capabilities.



REPORT FROM WASHINGTON

The following bills (all favorable to members of the Reserve Forces) are currently before the 88th Congress awaiting action or have been proposed by the Air Force or DOD.

H.R. 2500. Would equalize the treatment of Reserves and Regulars in the payment of per diem. It would amend the Career Compensation Act so that the term "permanent station" may also include the home of a member. It would permit payment of per diem to Reservists under circumstances such as: service on boards away from home; advance parties making arrangements for annual training encampments; attending service schools; participating in airlift missions, fire-power demonstrations and air rescue missions, as well as others. Awaiting DOD coordination.

AFLI 1429. Establishes the Reserve Emergency Service Medal. To be awarded to Reserves of the Armed Forces who, after Sept. 25, 1961, are involuntarily ordered to active duty during periods of international tension or crisis. Awaits DOD coordination.

H.R. 4241. Provides additional flexibility, uniformity, and equity within the Reserve enlistment program. This would be achieved by fixing the minimum period of active duty for training at not less than four months and leaving the maximum to be determined by the training necessary to qualify the individual in his specialty. It would provide the Reserve Forces with one standard military service obligation of six years for all who enlisted between the ages of 17-26. Non-prior service personnel between the above ages, who became members of the Reserve and National Guard, would be deferred from induction under the UMTSA, contingent upon satisfactory participation. Awaits House Armed Services Committee approval.

H.R. 4271. Would amend and clarify re-employment provisions of the Universal Military Training and Service Act. It assures that Reservists are not denied employment, retention in employment, promotion, or any other incident or advantage of employment because of current or future obligation to serve in the Armed Forces. Awaits House Armed Services Committee action.

DOD 88-9. Authorizes a program of less than four years duration for the ROTC. It would authorize military departments to continue their present four-year ROTC programs or establish programs of less than four academic years in civilian colleges and universities. It establishes two-year officer education programs

and makes it possible for all sophomores in universities, colleges, and junior colleges to compete for admission. Scholarships and allowances for a maximum of \$1,300 per year would be authorized during junior and senior years. Indoctrination program remains unchanged. In DOD coordination.

H.R. 2501. Provides permanent authorization for the promotion of qualified Reserve officers of the Army and Air Force to existing unit vacancies, including general officer grades. In DOD coordination.

DOD 88-64 (Similar to H.R. 2503). Authorizes medical and dental care for dependents of Reservists who die while on active duty for 30 days or less from an injury incurred or aggravated while on inactive duty training. Present law entitles these dependents to such benefits only if death is a result of injury or disease incurred while on a tour of active duty for more than 30 days. Awaiting clearance by the Bureau of Budget.

H.R. 2509. Authorizes Reserve officers to combine service in more than one Reserve component in computing the four years of satisfactory Federal service necessary to qualify for the uniform maintenance allowance. In DOD coordination.

H.R. 220. Relates to the conversion of national service life insurance to a new modified life plan. Affects Reservists who have NSLI. Its provisions include: continuance of the policy at a level rate of premium; at age 65 the face value of the policy would automatically be reduced by one-half without a reduction in premium; an option to maintain other half by paying the additional premium rate for that age group, no medical examination required. In DOD coordination.

H.R. 2505. Amends titles 10 and 32 of the U.S.C. to provide benefits for nonregular members of the Armed Forces and members of the National Guard disabled from disease. It grants the same hospital and medical care, pay and allowances, and other benefits for members of the Guard or Reserve who contract or aggravate a disease in line of duty. It also provides the same benefits to those who are injured in line of duty while proceeding directly to or from inactive duty training or active duty as they would receive were the injury incurred during a scheduled period of training or duty. In DOD coordination.

H.R. 2504. Amends titles 10 and 32, U.S.C. with respect to technicians of the National Guard. Makes the Federal Civil Service Retirement Act applicable to them and brings them within the purview of the Federal Employees' Group Life Insurance Act of 1954, as amended, and the Federal Employees' Health Benefits Act of 1959. In DOD coordination.

AD: To identify officer grades listed below, O-2 stands for First Lieutenant, O-3 for Captain, and O-4 for Major. Enlisted: The AFSC identifies both the grade and the skill level. As an example, the #5 in 72150 indicates openings for Staff Sergeants and Airmen First Class in the Information career field. Similarly, #9 refers to Chief and Senior Master Sergeants, and #7 to Master and Technical Sergeants.

Help Wanted

This month's "Help Wanted" section is devoted to Air National Guard's TRY ONE recruiting drive, the 113th Tactical Fighter Wing (ANG) at Andrews AFB, Md., Air Force Reserve's Mobile Communication Squadrons and their Detachments, and the 302nd TCWg., Clinton County AFB, Wilmington, Ohio. Positions offer up to 48 paid drill months, a 15-day tour of active duty annually, retirement points, and possible promotion. Applicants should write directly to unit of choice, giving full name, address, grade and Air Force Specialty Code.

Communications — AFRes

11th Mobile Comm. Sq., Scott AFB, Ill.

OFFICER	29150	3
Grade No.	29370	2
O-3	1 29350	2
	30371	1
ENLISTED	30471	1
	30474	1
	5 36370	1
	1 42173	1
	3	

#1, 11th Mobile Comm. Sq., Selfridge AFB, Mich.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27250B
O-2	1 27270
	30371
	36350
	42173

Det. #2, 11th Mbl Comm Sq., Richards-Gebaur AFB, Mo.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27250A
O-2	1 27250B
	27270
	30371
	30474

Det. #3, 11th Mbl Comm Sq., Offutt AFB, Nebr.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 30371
O-2	1 30451
	1 30474
	2 42173
	1

Det #4, 11th Mbl Comm Sq., Suffolk County AFB, N.Y.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 30351
O-2	1 30371
	1 36350
	2 64650
	5

Det #5, 11th Mbl Comm Sq., Davis-Monthan AFB, Ariz.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27250A
	2 27250B
	2 27270

Det #6, 11th Mbl Comm Sq., Wright-Patterson AFB, Ohio

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27250A
	2 27250B
	30351
	30371
	30454

Det #7, 11th Mbl Comm Sq., March AFB, Calif.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-2	1 29350
	1 30351
	1 30371
	1 36350
	1 42173

Communications — AFRes

12th Mbl Comm Sq., Mather AFB, Calif.

OFFICER	ENLISTED
AFSC Grade No.	AFSC No.
1634B O-4	1 27250B
1634B O-3	1 27270
6424 O-2	1 29170
	30371
	30471
	30474

Det #1, 12th Mbl Comm Sq., Hill AFB, Utah

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 30351
O-2	1 30371

Det #2, 12th Mbl Comm Sq., Travis AFB, Calif.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 30351
O-2	1 30371
	2 30474
	4

Det #3, 12th Mbl Comm Sq., Fairchild AFB, Wash.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27270
O-2	1 30351
	1 30371
	2 30474
	1 36350

Det #4, 12th Mbl Comm Sq., Luke AFB, Ariz.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27250B
O-2	1 27270
	1 30371
	1 36350
	1 42153

Det #5, 12th Mbl Comm Sq., Hamilton AFB, Calif.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27270
O-2	1 30371
	2 42153

Det #6, 12th Mbl Comm Sq., March AFB, Calif.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27250A
O-2	1 27250B
	1 27270
	1 30351
	1 30371

13th Mbl Comm Sq., Tinker AFB, Okla.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-2	1 29170
	2 29370
	1 30171B
	1 30371
	1 30474
	1 36350
	1 36370
	2 42173
	1 64650
	4

Communications — AFRes

Det #7, 12th Mbl Comm Sq., Luke AFB, Ariz.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27270
	1 29370
	1 30371
	1 30454
	2 30474
	2 36350
	1 42153
	2

Det #1, 13th Mbl Comm Sq., Bergstrom AFB, Tex.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27270
O-2	1 29370
	1 42153
	2

Det #2, 13th Mbl Comm Sq., James Connally AFB, Tex.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27270
O-2	1 30371
	1 30451
	1 30454
	1 36350
	2 42153

Det #3, 13th Mbl Comm Sq., Hunter AFB, Ga.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27250B
O-2	1 27270
	1 30351
	1 30371
	1 30451
	2 64650

Det #4, 13th Mbl Comm Sq., Kelly AFB, Tex.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27250A
O-2	1 27250B
	1 27270
	1 30454
	1 36350

Det #5, 13th Mbl Comm Sq., Bates Fld, Mobile, Ala.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27270
O-2	1 29350
	1 30351
	1 30454
	1 30474

Det #6, 13th Mbl Comm Sq., MacDill AFB, Fla.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 27270
O-2	1 30351
	1 30371
	2 42153

Det #7, Mbl Comm Sq., Robins AFB, Ga.

OFFICER	ENLISTED
Grade No.	AFSC No.
O-3	1 30371
O-2	1 36370
	1 36350
	2 42153
	5

Tactical Fighters — ANG

113th Tac Ftr Wg, ANG Andrews AFB, Md.

OFFICER	1334 O-3*	1
AFSC Grade No.	6444A O-2	1
1435A O-3*	1 9754 O-3	3
1435Z O-3*	2 9926 O-4	1
1115B O-2*	11 2524 O-2/3	2

* Must be rated, jet qualified and on flying status.

ENLISTED	47153	1
AFSC No.	53250	1
00350	1 53350	1
24170A	1 53430	1
24270	1 53450	1
25251	1 54450Z	2
25271	1 55250	1
25370	2 55251	1
27170	1 55270	1
29150	1 56370	1
29170	1 56550	3
30151B	1 56570	1
30171	2 57130	9
30171B	1 57150	4
30474	1 57170	1
36150	1 58250	1
36250	1 60251	1
40370	1 60270	1
42133	1 60351	1
42153	1 64350	1
42251	1 64250A	4
42353A	1 64370A	1
42373A	1 64670	1
42450	2 64750	3
43131A	2 65150	1
43131C	16 67151	1
43151C	4 67153	1
43230	2 67170	1
46131	1 68370	2
46150	2 70250	7
46170	1 77130	2
46171	1 90252	1
46270	2 90650	1
47131	2 90850	1
47151	1 92250A	1

TRY ONE — ANG

Prior-service men, to age 57, can reenlist with the Air National Guard for a one-year trial period or for three or six years, at the grade they previously held and for the period of the enlistment contract. Prior service required varies with the applicant's age, as follows:

Under 36: none

36—under 38: one year

38—under 41: two years

41—under 58: two years plus the number of years the applicant is over age 40.

For details, visit local ANG unit.

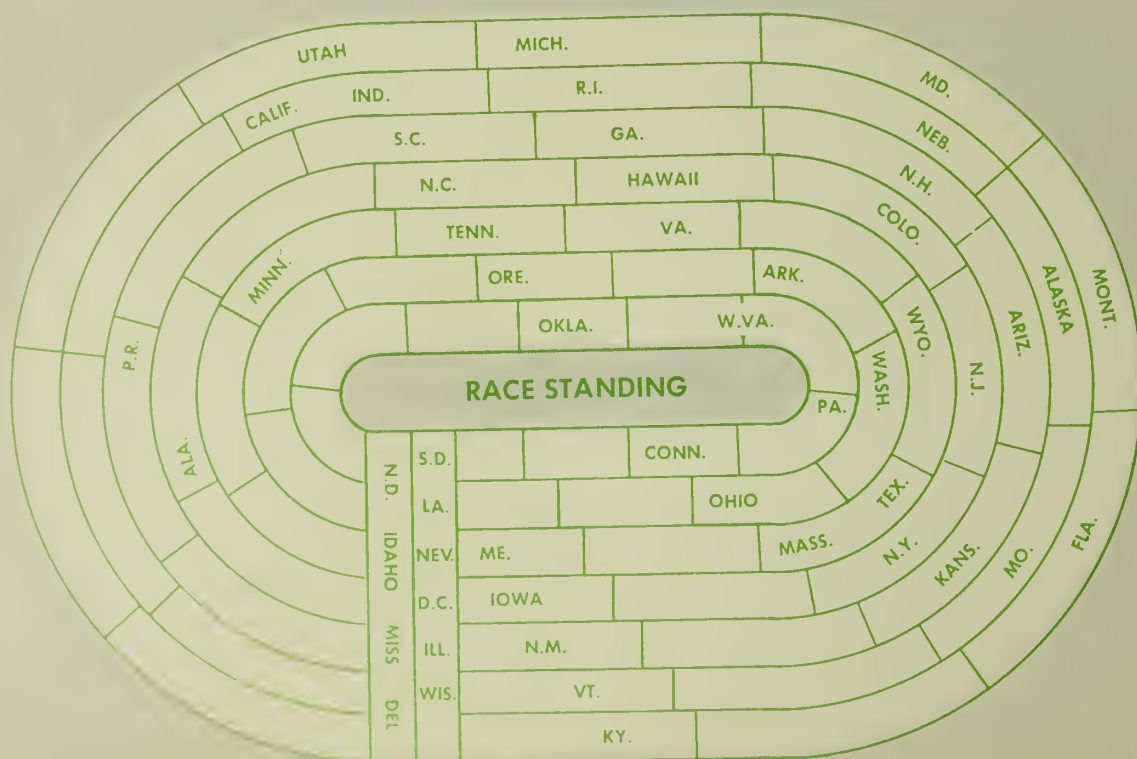
Troop Carrier — AFRes

The 302nd TCWg, Clinton County AFB, Wilmington, Ohio, is seeking 160 new members by June 30. Openings exist in almost every career field for both officers and enlisted men. For information, write the unit or call Area code 513, 382-3811, ext. 3103.

One of many entertainers to get appreciation awards for contributions to "Guard Sessions" is singer Keely Smith. Maj. Gen. Henry McMillan, National Guard's Adjutant General of Florida, makes presentation.



THE "TRY ONE" COMPETITION



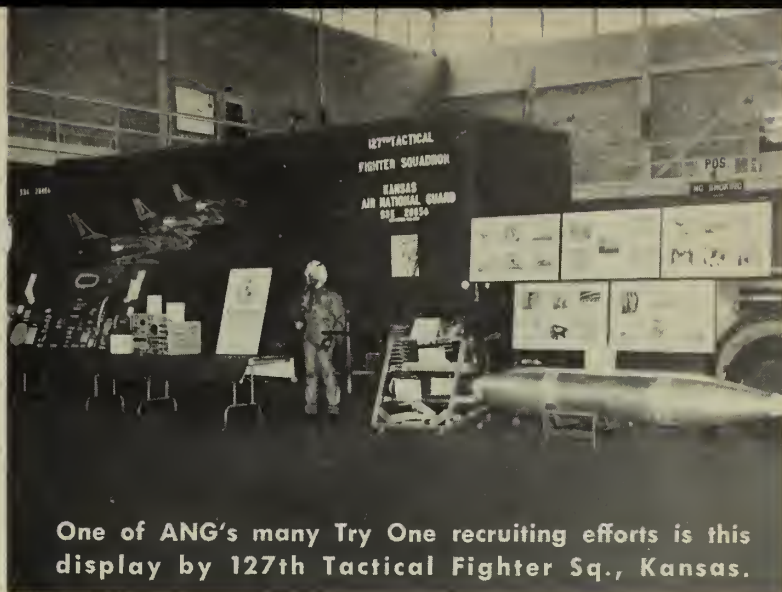
FINISH JUNE 30th

START FEB. 1st

VETERANS

ALL TRY-ONE Enlistment
ANCHES with AIR GUARD TRAVIS FIELD

165th Air Transport Gp., Savannah, Ga., used
park benches for Try One recruiting exposure.



One of ANG's many Try One recruiting efforts is this display by 127th Tactical Fighter Sq., Kansas.

THE NATIONAL GUARD'S "Try One" recruiting drive has rolled into high gear. The total efforts of Try One's national as well as internal promoters have achieved comparatively startling results. With an ultimate objective of adding a minimum of 5,000 (mostly reserve service) members to its rolls by June 30, 1963, the Try One campaign is getting the professional support of many prominent figures in the entertainment world.

The National Guard plans to present awards to 20 well-known entertainers who have donated their time and talents to promoting the Guard. Recording issues of "Guard Sessions" the radio show distributed by the National Guard Bureau to over 100 stations across the country. Maj. Gen. D. W. McGowan, chief of the National Guard Bureau, kicked off the program several months ago by presenting an award to singer Lawrence on a TV program. Gen. Henry W. McMillan, adjutant general of Florida, presented Smith's award to her on her birthday night at a hotel in Miami. Maj. Gen. James A. May, adjutant general of Nevada, honored leader "Tex" Beneke, singer Ray Charles, and the Modernaires before 100 people at a popular club in Tahoe, Nevada. Brig. Gen. Gerald J. Strait, commander, 108th Tactical Fighter Wing, presented Herman with his Guardsman award during the bandleader's appearance at McGuire AFB, New Jersey in April.

Other entertainers scheduled for appearances in the coming months include Della Reese, Duke Ellington, and Vaughan, Paul Weston, Jo

Stafford, Nelson Riddle, Anita Bryant, Les Brown, Andy Williams and Skitch Henderson.

Internally, the Try One recruiting campaign is being carried on in a variety of methods. Open Houses have been held, Buddy Days sponsored, motivational materials produced and distributed locally and nationally, and innumerable face-to-face meetings initiated.

An excellent example of what Air Guard units are doing all over the country is evidenced by Georgia ANG's 165th Air Transport Group, Travis Field, Savannah. The consolidated efforts of all the members has resulted in some unusual approaches to their quest for Try One exposure. Besides normal methods such as pamphlets, posters, brochures, releases to news media, radio and TV spot announcements, the members have built new back rests for some of Savannah's park benches. Naturally, the new backs carry eye-catching lettering aimed at veterans and the Try One program. The unit's recruiting buses now carry a similar message. Savannah's trash cans have even joined the Try One effort—they too are spreading the message. But, one of the more unusual phases of this unit's effort is a personal sacrifice involving the group's maintenance squadron commander, Maj. Charles E. Miller, Jr. The major has agreed to walk one mile for every prior-service man recruited by his squadron personnel. A by-product of Major Miller's daring vow came in the form of local newspaper publicity as reporters explained to their readers the reason for the agreement.

Such are the endeavors of but one

ANG unit. Multiply these by the number of Air Guard units and you have some indication as to how they have achieved such outstanding results. Since the Try One total effort commenced in mid-February the following official figures have been compiled by ANG's personnel division: By the end of February the Air Guard's rolls showed a net gain (over and above normal attritional losses) of 328; at the end of March the figure for the month was 1,344, and throughout April it was 1,401. Some 3,073 members had been added to the pre-campaign figure, meaning about 61 percent of the goal had been achieved.

To stimulate interstate interest and at the same time to apprise each of the 52 participants (the 50 States, Puerto Rico and D.C.) of each other's results, the Guard Bureau's personnel division has likened the Try One drive to a steeplechase horse race. Under the direction of Mr. Raymond J. Higgins, the air personnel division sends a letter each month to all the adjutants general, informing them of the current standing (track position) of their particular "horse" since it left the post on February 1. This figure is based on the percentage of the required total net gain the state has attained during the previous month. Each of the 52 competitors was assigned a specific number of persons to add to its on-board count, depending on how many recruits it needed to reach authorized (UMD) strength. The final date (finish line) is June 30.

Where ANG's Steeplechase deviates from reality is in the fact that every "horse" can and is expected to be a winner, and the month of June may prove this to be true.

CIVIL AIR PATROL NEWS

Air Reserve officer participation with the Civil Air Patrol has increased at an annual rate of about 20 percent since 1960. Last year more than 24,000 manhours were expended by 368 Reservists and the increase is expected to continue.

The 1963 summer encampments are expected to draw the largest number of CAP cadets in recent years—more than 9,000 at 35 Air Force installations throughout the country.

The summer program will begin the first two weeks in June with the Alaska Wing encampment at Elmendorf AFB, Anchorage.

As CAP cadet activities increase, so does the opportunity for Air Reservists to join the training program.

"Instructing the young cadet can be a rewarding and interesting experience," Col. James H. Isbell, chief of staff, Continental Air Command, stated recently.

Colonel Isbell said that Reservists with teaching experience are especially needed. He said that Part III Reservists, those nonaffiliated with Reserve units, may also be awarded points toward retirement in connection with administration, liaison and maintenance duties.

Aerospace education workshops for teachers is another field of cooperative effort by CAP and Air Force Reserve programs. The number of workshops is expected to rise to 150 in 1963.

Air Reserve activity with CAP is not limited to individual Reservists earning points in the training program. Reservist aircrews of C-119's and C123's in various sections of the nation are scheduled to airlift cadets and seniors for encampments.

In addition to the accelerated Reserve support, the "big lift" is yet to come this summer. Air Force, AF-CAP liaison aircraft, MATS, and Air Force-chartered commercial airliners will fly more than 800 selected cadets and escorts participating during June, July and August.

First on the schedule of national events is the Federal Aviation Agency Orientation Course, June 23-29 at the FAA Academy, Will Rogers

Field, Oklahoma City. Here, like the three other orientation courses, one honor cadet from each of CAP's 52 wings is selected to attend. The FAA course offers indoctrination in air traffic management, air navigation and flight standards.

The CAP International Air Cadet Exchange with 21 countries this year will be held during the period from July 14 through August 9. Canada, Great Britain and countries of continental Europe, the Near East and South America will exchange 135 cadets plus senior escorts for each group with the CAP. Rhein-Main Air Base, Germany, is the central dissemination point. CAP cadets, flown there by MATS from Andrews AFB, Md., will be taken over by their host nations. The returning MATS planes will bring the foreign cadets to New York City before they disperse to CAP wings for about ten days.

The Jet Orientation Course, July 21-27, at Perrin AFB, Tex., consists of 16 hours of academic training plus flying instruction. Both phases are taught by primary duty USAF instructors. Each of the 52 cadets fly several hours in T-33 jets as part of the regular orientation.

The event involving the most cadets, both boys and girls, is the National Drill Competition to be held August 5-9. There will be eleven teams competing, one from each of

the eight regions. Also, teams from Hawaii, Alaska and Puerto Rico. The Air Force moves the 275 cadets and escorts to and from the U. S. Air Force Academy, Colorado Springs, Colo., for the event.

Maxwell AFB, Ala., is the site for the annual Aerospace Age Orientation Course, the only national course for girls only. The cadettes are selected on the same basis as the cadets for the other events—one from each CAP wing. This course is made up of briefings and demonstrations on world affairs, Air Force capabilities, fire power, intelligence, space environment and many other aspects of aerospace that the cadettes will encounter during their lifetimes.

The Space Age Orientation Course, like the FAA course, is to be conducted for the third time this August 25-31. Special educational requirements must be met by the 52 boys and their escorts to cope with the advanced study of missiles and target systems presented by the instructors at the Chanute Technical Training Center, Ill.

As Civil Air Patrol grows in stature, seeking its goal of 165,000 members-strong by 1967, the Air Force and Air Reservists are doing their part to shape the destiny of this volunteer force of trained, aerospace-minded youths and adults.



Civil Air Patrol Cadets from Maine and Vermont Wings get Air Force military indoctrination during their combined encampment at Loring AFB, Maine.

SOVIET ADVANCES: A Soviet anti-sub or anti-missile advance could upset strategy plans according to Lt. Gen. James H. Doolittle (USAF Ret.). He observed: "Both the Soviets and we are striving hard to develop a counter to the submarine and a defense against missiles. If they were to achieve a substantial capability in these areas before we did they would have a distinct military advantage. We would then have to depend, almost entirely, upon our manned bombers to deter nuclear war, to prevail if all-out war was thrust upon us. In this case it would be very important indeed that we have the most modern and effective vehicles and weapons."

DIRECT AIR SUPPORT: Faster Air support system devised by Air Force. Maj. Gen. S. J. Donovan, deputy for operations, Tactical Air Command told an audience in Cincinnati recently that "the newly devised Direct Air Support system will result in faster action in giving frontline ground commanders air firepower when they need it. Under this system the Forward Air Controller—who, I might add, is a jump-qualified tactical fighter not working with the ground troops—is in direct and instantaneous contact with the air commander. When he lays a strike request back to the air commander, action can be taken to direct the necessary air strike within a matter of minutes. This answers two vital requirements for effective close air support: speed and precision."

Strongly endorsing STRICOM, General Donovan said also that "we in TAC are convinced that the establishment in 1961 of the U.S. Strike Command was a significant step forward: it is the focal point for the development, testing and application of air/ground combat doctrine, tactics and techniques. It gives us the unified command structure that is essential to produce maximum combat effectiveness, and at the same time ensure that we take full advantage of the inherent flexibility of tactical airpower in giving the Army the mobility it must have."

OFFERING VIEWPOINTS: Public discussion of differences among military viewpoints is essential to national understanding and to our form of government, according to Neil E. Harlan, assistant secretary of the Air Force for financial management. Mr. Harlan said:

"As there has continued, over the years, to be controversy between the legislative and executive branches—and within each of those branches—especially among the members of Congress—there have also been differences of opinion within the Department of Defense. There are differences among the Services and between one or more Services and the Office of the Secretary of Defense. And the presence of such differences does not appear a specter of particular administrations. . . . I do not find such disagreement alarming, for, in my opinion, should the community at large. There are other political systems, other forms of government which preclude such debate; but we are not ready to recommend

them as a solution. If we reach a point where such differences are not brought to the light of public discussion, we will have lost an important element in the checks and balances which make our total political system feasible. Differences of opinion will exist as long as men think about the issues; and if they do not come into public scrutiny, they will be settled by other means—perhaps less embarrassing means, but perhaps, also, less wholesome means.

"It is difficult enough at best for the intelligent man on the street to form an opinion on military issues. . . . The open discussion at least makes it possible for the Lippmans, the Alsops, the Restons, the Kissingers, the Kahns, the Baldwins to form more valid opinions. If it does, it also helps the citizen who is trying to have an opinion. I, for one, hope the dialogue will continue."

SPACE COMMAND POST: A command post in space may be needed, according to Gen. Thomas S. Power, commander in chief of Strategic Air Command. He said: "We may find that, eventually, the only really survivable command and control structure—not only for SAC but all our military forces—would be one employing a maneuverable command post in space. Should such a spaceborne command post become necessary, it would have to be large enough to carry all electronic gear required to gather, process and disseminate operational information on a global basis. Also, it would have to be capable of defending itself against any interference or attacks from the ground and space. It is inconceivable to operate such a central command post, especially one deep in space, without a skilled crew to operate and maintain its complex equipment and without competent officers fully qualified to assume command of the strike forces whenever necessary. Here, then, may be the first major requirement for military men in space."

WHAT NEXT: After the B-52, what kind of aircraft will be needed? The Secretary of the Air Force answered the question: "We can't say now just where we will come out, but there doesn't seem to be any question as to the value of manned vehicles able to stay aloft for long periods, travel very great distances, fly high or fly low, and fly fast."

The Air Force Chief of Staff told a Congressional committee in February that the Air Force was conducting studies on three kinds of strategic aircraft besides the XB-70: a long endurance missile-launching airplane, a plane designed for low-altitude penetration, and "a high-altitude type of airplane, similar to the B-70, but using the state of the art that has advanced in the last four or five years since we started the B-70." He added that "we will probably come up with an airplane half the size." This plane, he said, would be used for both reconnaissance and strike purposes.

Air Force Point Of View

"I wish every American could understand fully how much is demanded of the modern military man . . . Never in history has military science embraced so many fields of knowledge, or demanded the levels of technical competence that it does today. And it is to these professionals that we entrust the priceless treasure of our national security."

Hon. Eugene M. Zuckert / Secretary of the Air Force

RESERVE CAMERA

① Leroy Jackson, well known halfback for the Washington Redskins, recently took the oath of enlistment when he became a member of Air National Guard's (D.C.) 113th Tactical Fighter Wing. Conducting the ceremony was Lt. James E. Snight, also prominent in football as an official. ② Lt. Gen. E. J. Timberlake, commander, CONAC, presents USAF's Flying Safety plaque to Col. Bourne Adkison, commander 349th TCWg., Hamilton AFB, Calif., for his unit's 1962 record of no accidents for almost 20,000 flying hours. ③ Capt. Richard E. Deitrick (l) Commander, 7th Aeromedical Evacuation Group, Coraopolis, Pa., congratulates the commanders of two of his Group's aero. med. evac. squadrons for earning MATS' medical service Readiness Awards. The awards are presented for outstanding operational improvement during a fiscal year. At right is Capt. Donald Cook, 47th Sqd., Minneapolis, Minn., and (c) Maj. James E. Costanzo, 33rd Sqd., Greater Pittsburgh International Airport, Pa. ④ Brig. Gen. Roy W. Nelson, Jr., (c) commander of MATS' Air Weather Service recently paid a personal visit to the Air National Guard's newest Weather Flight at Lambert Municipal Airport, St. Louis, Mo. The purpose of Gen. Nelson's visit was to sign the official report of inspection, thereby giving federal recognition of the new unit. Onlookers are (r) Maj. Charles K. Reynolds, commander of the new 110th Weather Flight, and Maj. Gen. Charles H. DuBois, Jr., chief of staff of the Missouri ANG and also Chairman of USAF's Reserve Forces Policy Committee. The new Flight is the 31st such ANG unit to train with and augment MATS with its global weather commitments.

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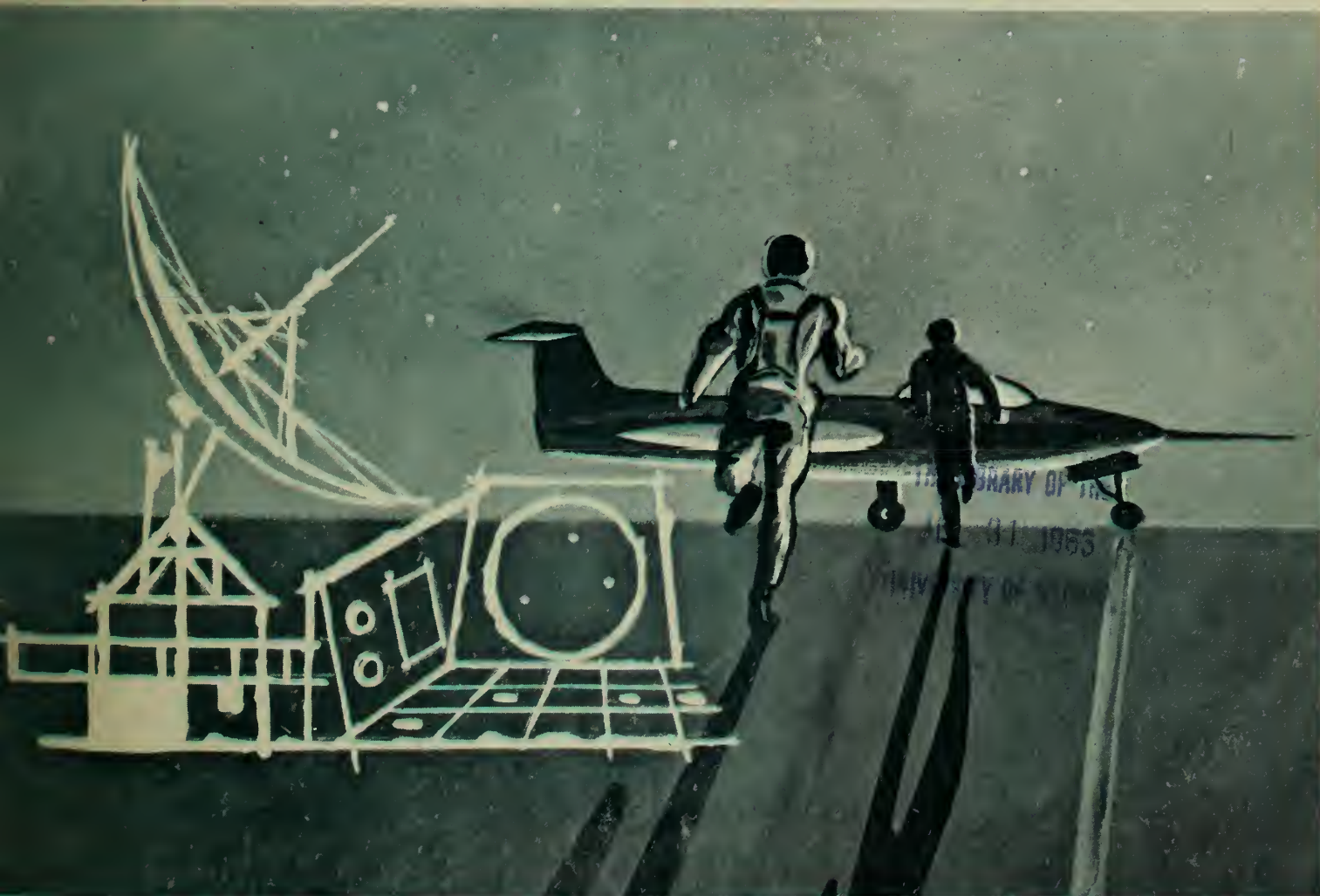
the air reservist

The Official Magazine Of The Air Reserve Forces

THE AIR NATIONAL GUARD

- its problems
 - its strong points
- as seen by
an Air Guardsman

see page .8



AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

General Curtis E. LeMay

Chief of Staff, United States Air Force

Maj. Gen. Curtis R. Low

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This month's cover is a symbolic representation of the variety of Air Guard missions which stem from federal, state and national requirements. For a Guardsman's appraisal of the program—its strong points and its problem areas—see story by Brig. Gen. William R. Sefton, page 8.

Reserve pilots sought for astronaut training.



Air National Guardsmen and Air Force Reservists fortunate enough to be selected for the NASA astronaut training program can expect to undergo periods of weightlessness similar to that being experienced by these trainees in a C-135 at Wright-Patterson AFB, Ohio.

**GEN. LeMAY ON
USE OF RESERVISTS**

In a letter to all Air Force commanders and key staff officers, General Curtis E. LeMay, Air Force chief of staff, spelled out the following policy concerning the use of Reserve Forces:

"It is necessary that commanders and their staffs throughout the Air Force understand the importance of placing proper emphasis on training units and individuals of the Air National Guard and the Air Force Reserve to perform their tasks in the total Air Force mission. It is equally essential that such tasks be selected and assigned on the basis of realistic Air Force requirements and Air Reserve Forces capabilities.

"As the only available sources of unit and individual augmentation for the Air Force during periods of international stress, it is important that the capability of these components be maintained at a high level. Commanders and staff agencies at all levels of command must exert comprehensive effort in the planning, management and training of the Air National Guard and the Air Force Reserve. Such a program will insure that the Air National Guard and the Air Force Reserve will continue to provide both the responsive and combat ready units

and the trained individuals capable of meeting the exacting needs of the Air Force.

"I expect commanders and agencies of all echelons to insure those needs are capable of being met by affording the Air Force Reserve Forces the same high quality of supervision, training, and support provided active duty units of the Force."

**NASA SEEKING
MORE ASTRONAUTS**

The National Aeronautics and Space Administration is seeking applications from Reservists and Guardsmen interested in becoming an Astronaut.

Applicants selected will enter a full time training program at the Manned Spacecraft Center, Houston, Tex., that is designed to prepare them for the proposed Gemini and Apollo space flights. According to Mr. John Cairl, personnel officer at NASA, about 10 or 15 applicants will be chosen, depending upon the number who qualify. Requirements are most exacting and include: applicant must be physically fit and taller than six feet; must be a U.S. citizen, born after June 30, 1928; possess a degree in engineering or physical sciences; be recommended

his present Air Force Reserve or National Guard unit commander, and he must have at least 1,000 hours of jet pilot experience, or have attained experimental flight test status (which would require the successful completion of a test pilot school) either through military, civilian or USA sources.

Reservists and Guardsmen who meet the above qualifications and wish to apply may do so by forwarding this information to: Hq National Aeronautics and Space Administration, Attn: Personnel Officer, P. O. Box 18534, Houston 23, Texas.

ROA HIGHLIGHTS AT MIAMI BEACH

The ROA's 37th annual convention was held June 12 to 15 at Miami Beach, Fla. Attending the function were many prominent Regular and Reserve military officers and distinguished guests having an interest in Reserve Forces.

Keynote speakers were the Hon. Eugene M. Zuckert, Secretary of the Air Force, and the Assistant Secretary of Defense for Manpower, the Hon. Norman S. Paul. Other Air Force leaders who spoke were Lt. Gen. William S. Stone, deputy chief of staff for Personnel; Lt. Gen. E. J. Timberlake, commander, Continental Air Command; Maj. Gen. Winston Wilson, who next month becomes chief of staff of the National Guard Bureau, and Maj. Gen. Curtis R. LeMay, assistant chief of staff for Reserve Forces, Hq USAF.

In reference to the Reserve forces, Secretary Zuckert stated: "Nowhere is the importance of man in his national defense role more evident than among Reservists. Here you can more

readily see him as a local citizen, a part of a family unit, a producer of goods or services, as well as an on-call defender of freedom."

Secretary Zuckert urged the convention to work for legislation which would benefit not only its own lot but that of the Regular Air Force.

He told the group: "I suggest that we should not lose sight of the fact that the more rewarding we make service in the active forces the more rewarding we can make service in the Reserve forces. The trend is toward closer integration of the latter with the active forces."

He lauded the Reservists for their effective response during the Cuban crisis of the past year and said: "This kind of readiness must be maintained at a high level and even strengthened. We are reminding all of our commanders in the active forces of the importance of placing proper emphasis on training Reservists and Guardsmen to perform their tasks in the total Air Force mission."

Based on his experience of almost one year as commander of CONAC, General Timberlake reviewed the problem areas of the Air Force Reserve and listed the first requirement as the need for more realistic programming for the Reserve Forces, and the second as pertains to manning and retention. The general stressed two other factors which were also pointed out by Mr. Paul—the need for gaining recognition of the Reserve Forces within the local communities, and the problem of the employer-employee relationship as it affects the Reserve program. General Timberlake also referred to the proposed reorganization of the Air Force Reserve's medical program.

General Low discussed the recent organizational changes made in the office of the assistant chief of staff for Reserve Forces and outlined the progress being made in coping with the manning problem throughout the Air Reserve Forces.

Several individual and unit awards were presented during the four-day assembly with Mr. Robert W. Smart, chief counsel of the House Armed Services Committee (also a Brig. Gen. in the Air Force Reserve) receiving ROA's highest general award, the Distinguished Service Citation, "for outstanding contributions to National Defense." The 8508th Air Force Reserve Recovery Group, Ft. Worth, Tex., was honored as the "Outstanding Recovery Group" among CONAC's 82-group, nationwide structure. In the "Other Reserve Unit" category, the 303rd Air Rescue Squadron, March AFB, Calif., was named the outstanding unit and was accorded appropriate honors.

PARTNERSHIP PLAN LAUDED BY CONAC

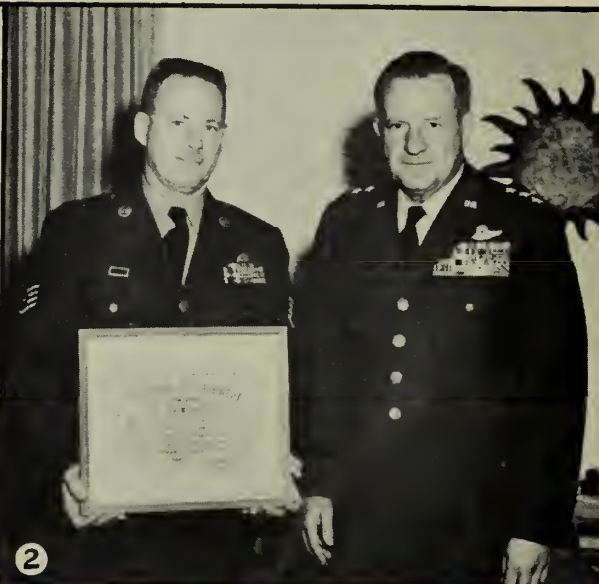
Lt. Gen. E. J. Timberlake, commander, Continental Air Command, recently gave his personal attention to a very meaningful ceremony conducted by CONAC's 445th Troop Carrier Wing, Dobbins AFB, Ga.

Aptly labeled "Operation Partnership," the program was devoted to honoring the wives and employers of those Reservists who had been recalled during the Cuban crisis. Brig. Gen. George H. Wilson, commander of the 445th, played host to an estimated 17,000 Atlanta area residents, including many prominent figures in industry and politics.

The central theme of the affair see **NEXT page**

Awards At ROA

① Attendees at ROA's mid-June convention at Miami Beach, Fla., saw MATS Commander, General Joe W. Kelly, honor Air Force Reserve's 303rd Air Rescue Sq., March AFB, Calif., with ROA's outstanding unit award. 303rd Commander, Lt. Col. Reginald Anderson accepts award. ② CONAC Commander, Lt. Gen. E. J. Timberlake presented the command's one thousandth "1,000 Hour Achievement Certificate of Aircrew Recognition" to SSgt. Marshall J. McGinnis of the 76th Troop Carrier Squadron, Homestead AFB, Fla.



Scanning

"Dixie" wing honors partners—wives and employers.



Seventeen thousand Atlanta area residents recently attended ceremonies conducted by the 445th TCWg., Dobbins AFB, Ga., honoring wives and employers of Air Force Reservists recalled during the '62 Cuban crisis.

continued from page 3

was to express the Air Force Reserve's cognizance of, and appreciation for the numerous sacrifices endured by families and employers during the Reservists' absence.

A feature attraction at the event was a performance by Air Force's famed aerial demonstration team, The Thunderbirds. The Open House-type ceremony included the award of special citations to five employers and five wives of 445th personnel. The ten recipients chosen at random served as a representative group for all employers and wives affected. Each received a special certificate of appreciation for his cooperation and understanding during the crisis.

In an address to the attendees, General Timberlake summed up the spirit of the occasion as he said, "When some 14,000 Air Force Reservists were summoned to immediate active duty in that crisis the nation suddenly realized that the Reserve was an important part of our deterrent power." He paid tribute to the wives and employers, saying, "You are in a true sense full partners in the Air Reserve program."

At last month's ROA convention held at Miami Beach, Fla., General Timberlake pointed with pride to the efforts of the members of the 445th, and stressed the favorable attitude of one of Georgia's leading businessmen, bank president, Mr. Mills B. Lane. According to General Timberlake, Mr. Lane was confronted with the fact that 40 of his employees were

suddenly dropped from his staff by reason of their recall to active duty. Mr. Lane's reaction was to call a meeting of these Reservists and advise them that their position with the bank was in no way affected by their Reserve affiliation and that, in his personal opinion, these Reservists could use their active duty time as a means of gaining knowledge which would make them more valuable employees upon their return.

"TRY ONE" DRIVE TO BE CONTINUED

"Try One" — the Air National Guard's all-out recruiting drive initiated last February, has ended.

The drive's purpose was to raise Air Guard strength to 72,000 by June 30. As of June 15, with 45 of the 52 participants reporting, the Air Guard's strength was 72,693, surpassing its original goal.

Guard officials were so pleased with early returns of Try One that the drive will be continued. The new goal will be to increase total strength to between 73,000 and 75,000 by the end of the next fiscal year. All provisions of the Try One program will be extended, including the opportunity offered former servicemen to sign with the Air Guard for a one-year tour in the highest grade they previously held on active duty.

Under Try One, each of the 50 states, Puerto Rico and the District of Columbia, were actually assigned two quotas—a prior-service enlistment quota and a net gain quota.

These were designed to increase the strength of state ANG units to align them with the total Air Guard average. (see June '63 **AIR RESERVIST**) To stimulate interest and to keep participants informed of progress, the Guard Bureau compared the drive to a steeplechase. Each month the various adjutants general were informed of the current track position (standing) of their particular "horse" (State) and that of the others.

The latest report from the Bureau indicates that 11 of the participants had already crossed the finish line with a 100 percent or better achievement record.

North Dakota ANG led the field with a net gain of 183.78 percent. The other 10 in order of percentage gain were: Idaho, 161.76; Puerto Rico, 153.84; Delaware, 124.32; Mississippi, 119.64; Utah, 114.28; Hawaii, 109.09; Oregon, 108.25; Minnesota, 105.51; Tennessee, 102.6 and Virginia, 100 percent.

CIVILIANS TRAIN RECOVERYMEN

CONAC 9319th Air Force Reserve Recovery Squadron of West Palm Beach, Fla., has been authorized by Headquarters USAF to use the facilities of Butler Aviation, Inc. of West Palm Beach International Airport, on a six-month trial basis to provide training for squadron members. The program was initiated on Armed Forces Day.

Basically, the program allows the 9319th to use equipment and personnel of Butler for unit training purposes once a month. The company offers the Reservists training in the areas of aircraft maintenance, dispatch, parking and fueling. All training is under the guidance and supervision of qualified firm employees.

The 9319th is presently the only Recovery squadron in the nation engaged in this type of training.

Mr. Frank O. Butler II, assistant general manager of Butler Aviation, volunteered the company's facilities without cost to the government last June, but at that time such training interchange was prohibited. Lt. Col. Louis B. Bills, 9319th commander, and Butler later presented a plan which showed the need for such an arrangement and how it would benefit national defense.

This "first" in a new type of training program may eventually lead to similar arrangements between other Reserve units and civilian firms. It will, however, be contingent upon the outcome of the present trial program.

BIG BLAST PAPA AND APACHE OPAL

In separate examples of Air National Guard and active forces partnership, Guard jets were "targets" during recent exercises conducted by the American Air Defense Command's 26th and Northern Regions. The exercises were "Big Blast Papa," in May, and "Apache Opal," in June. These exercises persuaded NORAD forces from Maine to the Carolinas, west to the Ohio border and through most of Canada, to their defenses.

A total of 36 ANG striker aircraft from nine states participated in the exercise. They were deployed from Hancock Field, N.Y.; Dow Field, Me.; Niagara Falls, N.Y., and Kindley AFB, Bermuda, to fly routes which covered the battle area.

NORAD attempted to intercept the target several times to give the exercise a maximum of practice.

Guard target aircraft were given false tracks to fly, set up to match simulated tracks programmed into a computer. This was displayed to the NORAD battle staff so that they could coordinate the exercise and make evaluations of the success of the weapons involved.

For example, RB-57 crews from the 123rd Tactical Reconnaissance Squadron (Kentucky ANG), took off from Shaw AFB, and penetrated the coastline between Boston and Charleston at 40,000 to 47,000 feet. They then flew into Stewart AFB, Tenn.; Wright-Patterson AFB, Ohio; Louisville, Ky., and Little Rock, Ark. At Shewmaker ANG Base in Louisville, the RB-57 "targets" landed between two and six in the morning. A customs inspector had to be hauled in the early-morning darkness to check the Guardsmen's baggage—an unusual assignment in Louisville which has no regularly scheduled overseas flights.

The 123rd Wing's four squadrons in Arkansas, Kansas, Kentucky and Nevada, all had RB-57s in the exercise. Oklahoma ANG C-97s and maintenance crews and spare parts in support of the aircraft.

During the exercise, Maj. Romolo and Capt. Eugene Galley of the 136th Tactical Fighter Squadron, Niagara Falls, (NY-ANG) took off from their home base at 2:00 a.m. and flew a target run that took them to Buffalo, N.Y., to Raleigh, N.C., then to Myrtle Beach, S.C.

Before and during target runs of Guard and other aircraft, NORAD took other actions to simulate all the different events of an

attack on the U.S.

The 26th NORAD Region again tested its skills during exercise "Apache Opal" in June. Once more, the Air Guard took to the skies as "targets" to help in keeping our armed forces at peak proficiency. Guard aircraft from thirteen states participated, contributing a total of 49 aircraft. They were from Illinois, Maine, Massachusetts, Kansas, Wisconsin, Mississippi, Arkansas, Nevada, New York, Vermont, Virginia, Kentucky, and Michigan.

TAX RULE FAVORS RESERVE FORCES

Internal
Revenue
Service

has ruled that members of the Air Reserve Forces are in a "travel status" while they are serving on temporary active duty (Revenue Rule 63-64). Thus, the expense of the Air Force Reservist or Air National Guardsman's meals and lodging at his official post of training duty are

deductible when such expenses exceed any non-taxable allowances for subsistence or quarters. Basic to the allowance of this deduction is the Reservist's or Guardsman's maintenance of a regular place of business other than where his duty occurs; i.e., the duty must take place away from the general area where his civilian place of employment is located. Further, only his own expenses, not those of his family, are so deductible.

Those to whom meals and lodging are furnished in kind are considered to have incurred no expenses and are not entitled to a deduction.

The new ruling applies to those who served during the Berlin and Cuban crises. Claims for refund may be filed for the 1961-62 periods. This can be done either by submitting an amended tax return or by filing a Form 843 (Claim for Refund). A claim for refund will frequently result in an examination of the person's tax return for that period.



(1) Bermuda stop during Big Blast Papa meant filing customs forms by Col. Verne Yahne (l) and Maj. James McClure at Shewmaker ANG base, Ky. Inspector Boyd Jones helps. (2) Two Guardsmen at Kindley AFB, Bermuda, fuel an Arkansas ANG RB-57 during Apache Opal.



Newly acquired planes broaden Guard capability.



Twenty-eight Military Air Transport Service C-121G Super Constellations such as the one pictured above soon will replace the C-119s now used by three Air National Guard aeromedical transport squadrons.

CONSTELLATIONS FOR AIR GUARD

A Wyoming Air National Guard flight crew became the first Air Guardsmen to complete a six-week C-121G Super Constellation training and transfer program conducted by the U.S. Navy at the Naval Air Station, Moffett Field, California, last month.

The ANG crew, members of the 187th Aeromedical Transport Sq., of Cheyenne, then ferried the first of a series of newly-adopted Constellations to their home base.

Under the program, Navy Air Transport Wing, Pacific, a component of the Military Air Transport Service, will transfer 28 of the big four-engine aircraft to the Air Guard. They will also provide Guard air crews and maintenance personnel with the necessary transitional training. This will include a two-week ground school refresher course, 20 hours of instruction in a C-121 flight simulator, 30 to 50 hours of local flight instruction, and an over-the-water familiarization flight. A total of 12 pilots, 12 flight engineers (two each per crew) and 48 maintenance personnel will be trained by July 15.

Two other ANG units—the 167th Aeromedical Transport Sq., of Martinsburg, W. Va., and the 147th AMTSq., of Pittsburgh, Pa., will receive Navy C-121Gs in the near future. They already have flight and maintenance crews in training.

The Air Guard previously acquired 28 of the longer range Connies from MATS, but the accepting crews were Air Force trained. The C-121Gs will replace the older twin-engine C-119 Flying Boxcars that the ANG units have been using for aeromedical evacuation. These larger, faster aircraft will enable Guardsmen to fly overseas missions which they could not do with the smaller C-119s.

For about a year, four C-121 equipped ANG aeromedical transport squadrons—the 183rd, Jackson, Miss.; 156th, Charlotte, N.C.; 150th, Newark, N.J., and the 140th of Olmsted AFB, Pa., have been training to aid MATS in its world-wide aeromedical evacuation and military airlift programs.

Upon completion of the present program the Navy will turn over to the Air National Guard the huge flight simulator now being used for training crews. The simulator, an exact replica of a Constellation's flight compartment, duplicates actual flight conditions. Under guidance of trained instructors, pilots and flight engineers are taught how to handle almost every possible in-flight emergency without ever leaving the ground. Consisting of 14 computer cabinets, together with connecting cables, a simulator fuselage and enclosure, the device presently occupies a 36 by 40 foot room at Moffett. It will be relocated at Martinsburg, W. Va., ANG base.

WILLIAM TELL MEET IN OCTOBER

Representing the Air National Guard

Guard for this year's William Tell Weapons Meet to be held at Tyndall AFB, Fla., in October, will be the crack 146th Fighter Interceptor Squadron of Pittsburgh, Pa., 1961 Ricks Trophy winners.

The 146th is a part of Pennsylvania ANG's 112th Air Defense Wing, standing 24-hour alert.

For the first time in Air Guard history it will field a complete team during the William Tell Meet. It will include a ground force of weapon controllers and control technicians from the 130th Air Control and Warning Squadron, Salt Lake City, Utah; 138th AC&WSq., Denver, Colo., and the 140th AC&WSq., Puerto Salinas, Puerto Rico.

The ground force, all from Air Guard radar units on 24-hour alert, will train at active Air Force installations to become current in the equipment they are to use at the meet since it is not ordinarily assigned to Air Guard installations.

K.C. RESERVISTS IN JOINT EXERCISE

Not many people know

it, but a short while ago the southeastern section of the United States came under attack by an aggressive force. Shortly after the initial attack the Air Force began flying casualties to the Fitzsimmons General Hospital at Denver, Colo., but while en route Denver was annihilated by a nuclear bomb. To make matters worse, airborne ambulances flew through a cloud of radioactive dust on their way to Fairfax Airport, Kansas City.

Make believe? Of course, but a host of Army, Navy and Air Force Reservists from the greater Kansas City area it was not theory but fact and they reacted accordingly.

The 8581st Air Force Reserve Recovery Group, Kansas City, Mo., conceived the attack as part of a training exercise designed to test the recovery capability of the Reserve forces in the area. Lt. Col. J. V. William Benton, commander of the 8581st, enlisted the cooperation of the following units in the vicinity: 43rd Troop Carrier Wing, Bakalar Airfield, Ind.; Air Wing Staff 88 of the National Air Reserve, USNAS Olathe, Kan.; 9544th AFRes Recovery Sq., Fairfax Airport; 9543rd AFRes Recovery Sq., Mid-Continent IAP; 954th AFRes Recovery Sq., Springfield, Mo.; 9546th AFRes Recovery Sq., Joplin, Mo.; 325th Army Gen

hospital, Kansas City, Kans.; 137th Transportation Co. (Light Helicopter), Fairfax Airport; Civil Air Control cadets of the Wyandotte Community Sq., Kansas City, Kans.; the Army's Special Forces Unit of Kansas City, and the firemen of the Kansas City Fire Department.

As soon as the first mental bomb test two C-119s from the 434th Wg., and one C-45 from the Army's AWS 88 began hauling their contents to Denver, were diverted, through a contaminated area, made for Fairfax Airport. Upon leaving the aircraft were met by the recovery group and squadron personnel who, with the assistance of the men and CAP cadets, serviced the aircraft and crews, including decontamination. The ground forces also assisted with the transfer of the casualties to the field hospital set up at the airport by the men of the 325th Army hospital unit. The Army's helicopter company was used to transport the flight crews from the exercise area to a debriefing site.

The only villains of the exercise came from the Army's Special Forces unit, who represented the enemy in the form of an infiltration group. When they were successful in their mission, that of liberating an important prisoner of war who was aboard the aircraft along with the wounded.

CIVIL DEFENSE ATTACHMENT

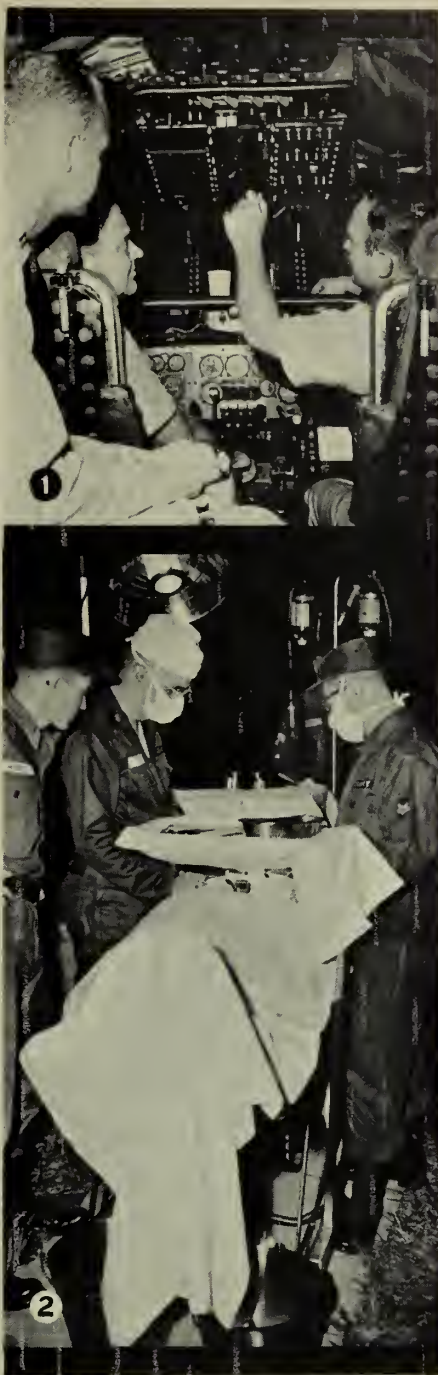
Air Force Reservists attached

a Civil Defense office are advised at Air Reserve Records Center, Denver, Colo., may only publish CD attachment orders: upon being advised of a Reservist's selection by the Dept. of the Army; to revoke such orders at the request of the Reservist's CD office concerned; or to relieve Reservists by reason of transfer, inability to continue participation, or failure to earn enough points for retention in an active status.

ARRC does not have a listing of various Civil Defense offices or their requirements.

If you are presently attached but are located another office which can utilize your services and is better suited for your situation, have the director submit a request for your attachment in accordance with Civil Defense procedures to the Department of the Army.

If you are not presently attached and desire an attachment, contact your local Civil Defense director.



Joint Training Stressed

① Cheyenne, Wyoming, Guardsmen, Brig. Gen. Roy E. Cooper, (c) and Maj. Frank Jurenka (r) learn operation of C-121 flight simulator from Navy Lt. R. McLoskey.

② Reservists of 325th Army Hosp., Kansas City, Kans., handle mock casualties during joint recovery exercise conducted by 8581st AFRes Recovery Gp., Kansas City.

MATS GAINS FIVE AFRes C-124 UNITS

All five Air Force Reserve troop carrier groups equipped with C-124 Globemasters were transferred from the gaining-command jurisdiction of Tactical Air Command to the Military Air Transport Service on July 1. The C-124 is considered better suited to the global cargo and personnel carrying mission of MATS than TAC's combat assault mission.

The five groups were: 935th and 936th, Richards-Gebaur AFB, Mo.; 937th, Tinker AFB, Okla.; 916th, Carswell AFB, Tex., and the 917th at Barksdale AFB, La. Under the present equipment authorizations, each group is authorized eight aircraft. All are now under the jurisdiction of Brig. Gen. James P. McPartlin, 442nd Troop Carrier Wing commander at Richards-Gebaur.

Continental Air Command will continue to command and provide administrative, budgetary, and logistic support for the units just as it administers troop carrier units earmarked for TAC. TAC will remain the gaining command for Air Force Reserve troop carrier units equipped with C-119 and C-123 aircraft—14 wings with 40 groups throughout the nation. The units involved in the transfer are the same five which served on active duty under Tactical Air Command during the Berlin recall of 1961-62.

NEW AIR GUARD FIRING PROGRAM

The Air Defense Command initiated

a new fighter interceptor firing program in May which again included the Air Guard. The plan set up no regular firing deployments, but authorized deployments for firing on the basis of special weapons evaluation and testing requirements.

Regular weapons deployments for training and testing were cut off in the Air Guard last September because of increased training and alert commitments of the active forces due to world tensions.

Under the new program, ANG aircraft, from one plane to a full squadron, are requested by ADC on the same priority basis as regular ADC units to deploy to Tyndall AFB or some other designated test site for a specified number of days. Although the first mission of these deployments is "to support and conduct specific tests" on interceptor weapon systems, Air Guard fighter interceptor units will, of course, reap training benefits from the deployments.

The air national guard

by Brig. Gen. William R. Sefton
Commander,
122nd Tactical Fighter Wing



GENERAL SEFTON

*.its problems
.its strong points
as seen by
an Air Guardsman*

WHILE FIRST AND FOREMOST an essential link in the "total force" concept of our nation's military structure, the Air National Guard may also be termed a "home town" Air Force. Each unit, besides being comprised of members of the local community, is also sustained by that community's understanding and moral support. This dual role of ANG, its organizational structure, and its operating methods are unique to the point that they could not be duplicated in anything other than a democratic system of government such as ours.

The Second Amendment to the Constitution permits all citizens to bear arms, and gives the individual states the right to maintain a military organization for self protection. These rights are as valid today as they were almost two centuries ago when first conceived. However, the evolution from the militia of the late 1700's to the efficient fighting force it is now, was a period filled with controversy, political pressures, and a lack of understanding between the Guard and the active military forces. The old arguments of political stigma, state colonels, and raggedy militia, are disappearing with each successive Guard triumph; but, as few and as weak as they may be, they tend to leave the public confused and anxious to know for certain whether their tax dollars are being spent judiciously.

On the other hand, it may be that these problem areas of the early days helped make the Air Guard the vital, first line component of the aerospace force which it is today by placing it on the defensive and forcing it to prove its capability by deeds rather than by words.

There is a spirit of competition within the Guard which is stronger than I can describe. It is friendly yet genuine and aims for progress and perfection. It is a competitive spirit which pits each Guard unit against every other unit of its kind.

Often criticized and seldom understood is the Guard's highly decentralized command system which permits each state to have its own organization with the governor as commander-in-chief. What critics may not realize is that all Air Guard units are trained by and required to meet the same standards that apply to the active duty Air Force. Guardsmen operate and maintain the equipment, fly the planes, and fire the weapons according to USAF procedures. The difference is a matter of Who is doing the job, not How it is being done.

When the Guard is under state

control, its affairs are administered by officers appointed by the governor, in accordance with the laws of the state and the requirements of the active military establishment. The Guard is available to the governor to assist with civil emergencies and to the President in times of national crisis.

Every Guardsman assumes the obligation of immediate readiness when he joins a unit. He knows that, as a member of a 100 percent volunteer organization, he must devote the time required to be proficient.

The hard core of the Air Guard program is composed of veterans of World War II and Korea. Some are ex-Marines; others served with the Army or Navy, but most of them gained their experience with the Air Force. These people stay in the Air Guard for various reasons. Most see it as a patriotic avocation where they can enjoy a feeling of accomplishment and fellowship. From this group come the supervisors and instructors who mold our non-prior service recruits into full-fledged Guardsmen.

Also from this group come most of the full-time technicians who are technically state employees paid with federal funds. One of the main reasons for the Guard's success is the highly professional, stable force of technicians who are devoted to their jobs and to the Air National Guard. A look at the facility and operating expenses at one location (Baer Field Ind.) should prove the dollar-saving value of the Air Guard structure.

Because we share the use of already existing civilian flying facilities, the only costs borne by the Federal Government are for such things as minimum essential operational training facilities as well as for arresting barriers and extra runway length for the military aircraft. Construction costs are meager compared to Air Force-owned military bases. The maintenance cost for use of Baer Field, paid to the state, is our pro-rata share of the tower traffic and although high, it represents a tremendous savings to the taxpayer when compared to the expense of maintaining a complete base.

Baer Field's control tower, radar approach equipment and other navigation and communications equipment are operated and maintained by the FAA at no cost to the Air Guard. The exclusive military base must provide its own services in this area at a tremendous cost.

There are many other expensive items which must be provided by an active-duty unit which the Air Guard

not furnish. Some of these are living, dining halls, recreational facilities, hospitals, and large transportation and communication systems.

The system of assignment of aircraft to the Guard, represents another saving to the taxpayer. The Air Guard has been an outlet for the surplus airplanes generated by the new models being bought by the Air Force. This savings then is in the form of amortization of the investment for a longer period. Our present aircraft were built in 1951-1952, transferred out of the Regular Air Force in 1956-1957. The Air Guard has extended the useful life by at least five years, giving the taxpayer double money's worth.

Some say this is false economy, but the past history to show pay-offs is affecting our military posture. The outbreak of the Korean war, the Regular Air Force had been drastically reduced in numbers of aircraft. Virtually all the proper F-51 Mustangs were in the Air Guard inventory, in excellent condition. The Air Force immediately had requirement for fighters beyond its

own capability, and the Air Guard reacted by ferrying a number of F-51s to the West Coast for transfer to Korea. Meanwhile, replacement F-51s were given to the Air Guard from the "bone yard." Shortly thereafter many of the Guard wings were ordered to active duty for the air defense of the United States and to furnish pilots and ground personnel for the Korean conflict. When this war ended, the Regular Air Force retained our aircraft and equipment, and those of our people who volunteered for a career. We returned to state control somewhat decimated and without equipment, but we had filled the gap.

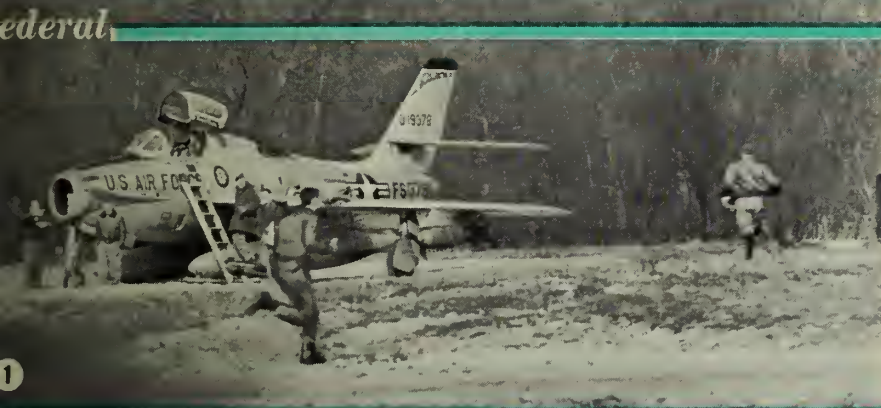
In 1961 the Berlin contingency operation arose. Again the Regular Air Force fighter force was dangerously low. The only source of needed fighters to "beef up" Europe and the Tactical Air Force was in the Air Guard. Most of these fighters were the F-84F—some 10 years old—long discarded by the Regular Air Force, but nevertheless possessing some respectability for the type of conflict contemplated. The President called the Air Guard tactical fighter

wings to active duty, immediately expanding the fighter force for the job at hand, and as before, most of the Guard's aircraft were retained to equip active force units.

Korea and Berlin demonstrated that our older aircraft were important. The main point is that the gap was filled by an effective system which is within financial reason. Obviously, to maintain an Active-duty fighter force for the 10 years or so prior to Korea until the present—one that would meet any contingency—would be a prohibitive drain on our economy.

Now we are rebuilding again—looking for better ways to do a job within the economy concept of the Air Guard. The aircraft presently assigned are old and inferior in performance compared to the potential enemy. Although the used aircraft system has worked well in the past and has been to the economic advantage of the taxpayer, there is a need for change to modernize our philosophy and still achieve the inherent economy of the Air National Guard. The Air Guard needs new tactical aircraft, possessing the best in performance and combat capability. I would like assurance that the Air Guard will be furnished modern weapons in the future as the requirements change. When and if this be missiles, the Air Guard should be in the missile business or performing other space age missions consistent with its inherent capability. Such modern weapon systems would provide true deterrence as valid, I believe, as that of the Regular Forces. It would not be necessary to federalize the Air Guard in another Berlin situation to show our adversaries our power. The intelligence agents of the enemy would compute these weapons and their potential as a routine matter of fact. The natural dispersion of Air Guard bases, which includes every state in the Union, certainly would complicate enemy target planning. Should it be necessary to actually engage the enemy, the modern equipment would be an important factor in assuring victory.

The Air National Guard today is a proud outfit—determined to do any job better than anyone else can. Regardless of what future events bring, these Citizen-Airmen will produce what is needed, when it is needed. The nation needs the Air Guard just as it needs the active duty aerospace force. Every member of the Air National Guard is doing something for his country.



(1) Air National Guardsmen "filled the gap" during Berlin crisis of 1961, by adding men and equipment to the federal military force.

(2) Guardsmen labored through night to combat mid-winter floods near Jackson, Miss., and save Flowood community from submersion.



and State

Officer and enlisted vacancies in the following Air National Guard and Air Force Reserve units have been consolidated and are listed State. Positions offer up to 48 paid drills, a 15-day tour of active duty annually, retirement points, and possible promotion. Applicants should write directly to unit of choice, giving full name, address, grade and AFSC.

Help Wanted

LEGEND: To identify officer vacancies, 0-2 stands for First Lieutenant; 0-3 for Captain; 0-4 for Major; 0-5 for Lieutenant Colonel, and 0-6 for Colonel. Where openings exist in the same Air Force Specialty Code (AFSC) for more than one grade, the lowest and highest grades are indicated. Example: 0-2 means there are openings for grades First Lieutenant through Lieutenant Colonel. Enlisted: The AFSC identifies both the job and the skill level. As an example, the #5 in 72150 indicates openings for Staff Sergeants and Airmen First Class in the Information career field. Similarly #9 refers to Chief and Senior Master Sergeants, and #7 to Master and Technical Sergeants.

ALASKA
144 Air Trans. Sq., Anchorage—(ANG) Officer: (O-2/5) ten openings in AFSC 1045Z and (O-2/5) one in 1535. Enlisted: Three openings in AFSC A60750/70.

ALABAMA
106 Tac. Recon. Sq., Birmingham—(ANG) Officer: (O-2/5) six openings in AFSC 1325C.
160 Tac. Recon. Sq., Montgomery—(ANG) Officer: (O-2/5) eight openings in 1325C.

ARIZONA
197 Air Trans. Sq., Phoenix—(ANG) Officer: (O-2/5) 15 openings in AFSC 1045B, (O-2/5) 22 in 1535 and (O-2/3) 12 in 9754. Enlisted: eight in AFSC A43570 and ten in A90250/70.
152 FISq., Tucson—(ANG) Officer: (O-2/3) two openings in AFSC 1125Z.

ARKANSAS
184 Tac. Recon. Sq., Ft. Smith—(ANG) Officer: (O-2/5) seven openings in AFSC 1325C.
154 Tac. Recon. Sq., Little Rock—(ANG) Officer: (O-2/5) three openings in AFSC 1325Z.

CALIFORNIA
194 FISq., Fresno—(ANG) Officer: (O-2/3) two openings in AFSC 1125A.
129 TCSq., Hayward—(ANG) Officer: (O-2/5) one opening in AFSC 1535.
195 Air Trans. Sq., Van Nuys—(ANG) Officer: (O-2/5) 20 openings in AFSC 1045B, (O-2/5) 18 in 1535 and (O-2/3) six in 9754. Enlisted: six openings in AFSC A43570 and two in A90250/70.
115 Air Trans. Sq., Van Nuys—(ANG) Officer: (O-2/5) 20 openings in AFSC 1045B, (O-2/5) 24 in 1535 and (O-2/3) six in 9754. Enlisted: six openings in AFSC A43570 and four in A90250/70.

COLORADO
120 Tac. Ftr. Sq., Denver—(ANG) Officer: (O-2/5) eight openings in AFSC 1115B.

CONNECTICUT
118 FISq., Windsor Locks—(ANG) Officer: (O-2/3) four openings in AFSC 1125Z.

DELAWARE
142 Air Trans. Sq., Wilmington—(ANG) Officer: (O-2/5) 20 openings in AFSC 1045B, (O-2/5) 20 in 1535 and (O-2/3) 14 in 9754. Enlisted: ten openings in AFSC A43570 and 25 in A90250/70.

DISTRICT OF COLUMBIA
121 Tac. Ftr. Sq., Andrews AFB—(ANG) Officer: (O-2/5) 11 openings in AFSC 1115B.

FLORIDA
159 FISq., Jacksonville—(ANG) Officer: (O-2/3) four openings in AFSC 1125D.

GEORGIA
445 TCWg., Dobbins AFB—(AFRes) Officer: (O-6) one opening in AFSC 0066, (O-2) 11 in 1055A and (O-2) one in 1535. Enlisted: one opening in AFSC A43151A.

128 Air Trans. Sq., Dobbins AFB—(ANG) Officer: (O-2/5) 15 openings in AFSC 1045B, (O-2/5) 14 in 1535 and (O-2/3) 11 in 9754. Enlisted: two openings in AFSC A60750/70 and six in A90250/70.

158 Air Trans. Sq., Savannah—(ANG) Officer: (O-2/5) 17 openings in AFSC 1045B, (O-2/5) 18 in 1535 and (O-2/3) 11 in 9754. Enlisted: six openings in AFSC A43570 and 20 in A90250/70.

IDAHO
190 FISq., Boise—(ANG) Officer: (O-2) four openings in AFSC 1125A.

ILLINOIS
108 Air Refueling Sq., Chicago—(ANG) Officer: (O-2/5) four openings in AFSC 1065B and (O-2/5) six in 1535. Enlisted: three openings in AFSC A43570/90.

169 Tac. Ftr. Sq., Peoria—(ANG) Officer: (O-2/5) 12 openings in AFSC 1115A.

170 Tac. Ftr. Sq., Springfield—(ANG) Officer: (O-2/5) 12 openings in AFSC 1115A.

264 Comm. Sq., Chicago—(ANG) Officer: (O-2) limited number of vacancies in AFSC 3034 and 4724.

INDIANA
163 Tac. Ftr. Sq., Ft. Wayne—(ANG) Officer: (O-2/5) 12 openings in AFSC 1115A.

113 Tac. Ftr. Sq., Terre Haute—(ANG) Officer: (O-2/5) 14 openings in AFSC 1115A.

IOWA
124 FISq., Des Moines—(ANG) Officer: (O-2/3) four openings in AFSC 1564 and (O-2/3) one in 1124B.
174 Tac. Ftr. Sq., Sioux City—(ANG) Officer: (O-2/5) six openings in AFSC 1115B.

KANSAS
177 Tac. Recon. Sq., Hutchinson—(ANG) Officer: (O-2/5) two openings in AFSC 1335.

127 Tac. Ftr. Sq., Wichita—(ANG) Officer: (O-2/5) 11 openings in AFSC 1115B.

MAINE
132 FISq., Bangor—(ANG) Officer: (O-2/3) six openings in AFSC 1564 and (O-2/3) four in 1124B.

MARYLAND
104 Tac. Ftr. Sq., Baltimore—(ANG) Officer: (O-2/5) eight openings in AFSC 1115A.

135 TCSq., Baltimore—(ANG) Officer: (O-2/5) one opening in AFSC 1535.

MASSACHUSETTS
94 TCWg., L. G. Hanscom Fld.—(AFRes)

OFFICER				
AFSC Grade No.	1535	O-2	4	
1055Z O-4	1	5525	O-3	1
1055Z O-3	5	6034	O-3	1
1055Z O-2	8	6424	O-2	1
1334 O-3	1	9356	O-4	1
1435Z O-3	2	9926	O-4	1

ENLISTED			
AFSC No.	55250		1
20450	1	56350	2
20470	1	56370	1

22350	1	56550	1
29350	1	57150	2
A29352	6	57170	1
30171	1	57190	1
34250E	1	60251	1
34270E	2	60270	1
36150	1	60350A	2
36152	1	62250	2
36250	1	64350A	4
40250	1	64550	1
42450	1	64570	1
43151A	6	64750	4
A43151A	5	67151	1
43171A	3	67170	1
43190	1	68570A	1
43251	2	70250	8
47150	1	70450	2
47151	4	73250	1
47152	1	75151	1
47153	1	75170	1
53250	1	90250B	1
53270	1	90252	2
53350	1	90650	1
53450	1	90850	1

101 Tac. Ftr. Sq., Boston—(ANG) Officer: (O-2/5) seven openings in AFSC 1115A.

131 Tac. Ftr. Sq., Westfield—(ANG) Officer: (O-2/5) ten openings in AFSC 1115A.

MICHIGAN
172 Tac. Recon. Sq., Battle Creek—(ANG) Officer: (O-2/5) two openings in AFSC 1325Z and (O-2/5) two in 1335.
107 Tac. Recon. Sq., Detroit—(ANG) Officer: (O-2/5) three openings in AFSC 1325C.
171 Tac. Recon. Sq., Detroit—(ANG) Officer: (O-2/5) three openings in AFSC 1325C.

MINNESOTA
179 FISq., Duluth—(ANG) Officer: (O-2/3) three openings in AFSC 1564.
109 Air Trans. Sq., St. Paul—(ANG) Officer: (O-2/5) 20 openings in AFSC 1045B, (O-2/5) 14 in 1535 and (O-2/3) eight in 9754. Enlisted: two openings in AFSC A43570, two in A60750/70 and eight in A90250/70.

MISSISSIPPI
183 AMTSq., Jackson—(ANG) Officer: (O-2/3) three openings in AFSC 1045B, D, Z, (O-2/3) five in 1535 and (O-2/3) seven in 9754. Enlisted: five openings in AFSC A43570/90 and 16 in A90230/70.
153 Tac. Recon. Sq., Meridian—(ANG) Officer: (O-2/5) six openings in AFSC 1325C.

MISSOURI
442 TCWg., Richards-Gebaur AFB—(AFRes)

OFFICER				
AFSC Grade No.	6034	O-3	1	
1055C O-3	2	6424	O-3	1
1055C O-2	9	6424	O-2	2
1334 O-3	1	6444A	O-2	2
1416 O-4	1	6476A	O-2	2
1435A O-3	1	6724	O-2	2
1435Z O-3	7	6834	O-3	1
1535 O-3	1	7024	O-2	3
1535C O-3	1	7324	O-3	1
1535 O-2	6	7324	O-2	2
3034 O-3	1	7344	O-3	1
3234C O-3	1	7444	O-3	1
4344 O-3	2	8054	O-3	1
4355 O-3	2	8924C	O-3	1

4724	O-3	1	9025	O-3
5525	O-3	2	9356	O-4
5554	O-3	2	9926	O-4

ENLISTED			
AFSC No.	60251		
20450	2	A60750	
20470	2	A60770	
23250	1	62150	
24170A	2	62250	
24170A	2	62470	
24270	2	64350A	
27150	2	64370A	
29150	10	64550	
29170	1	64570	
29350	2	64650	
30151B	2	64670	
30171B	1	64750	
30474	1	64770	
34250E	2	64771	
34270E	2	65150	
36150	2	67153	
36152	3	67170	
36250	3	67190	
36350	2	68170	
40250	1	68370	
40370	1	68550A	
43171A	1	68570A	
43190	1	70150P	
43271	1	70250	
A43570	15	70450	
47150	3	70470	
47151	15	70490	
47152	1	70570	
47153	1	70590	
53150	2	72170	
53250	1	73250B	
54350	2	74170	
54550	3	75150	
54570	1	77150	
55150	3	77170	
55151	2	90250B	
55250	5	90370	
55270	2	90470B	
55271	1	90650	
56350	2	90670	
56370	2	90671	
56550	11	90770	
56570	2	90850	
57150	16	90870	
57170	3	92250A	
60270	1	98270	

180 Air Trans. Sq., St. Joseph—(ANG) Officer: (O-2/5) 18 openings in AFSC 1045B, (O-2/5) in 1535 and (O-2/3) 13 in 9754. Enlisted: four openings in AFSC A43570, one in A60750/70 and in A90250/70.

110 Tac. Ftr. Sq., St. Louis—(ANG) Officer: (O-2/5) three openings in AFSC 1115B.

MONTANA
186 FISq., Great Falls—(ANG) Officer: (O-2/3) seven openings in AFSC 1564.

NEVADA
192 Tac. Recon. Sq., Reno—(ANG) Officer: (O-2/5) two openings in AFSC 1325Z.

NEW HAMPSHIRE
902 TCGp., Manchester—(AFRes)

OFFICER			
AFSC Grade No.	5525	O-3	
1055Z O-3	10	6424	O-3
1055Z O-2	19	6444A	O-2
1334 O-3	1	6476A	O-2
1435 O-3	5	6896	O-3
1535 O-2	4	7024	O-3
1935 O-3	1	7024	O-2
3034 O-3	1	7324	O-2
4344 O-3	1	8816	O-4
4355 O-3	1	9356	O-4

LISTED	No.	55270	1
	1	56350	1
	1	56370	1
	1	56550	5
	1	56570	1
	1	57150	2
	1	57170	2
	6	57190	1
	2	58270	1
	4	60270	3
	1	62250	3
	2	62470	2
	4	64550	3
	1	64570	1
	1	64650	4
	2	64670	1
	2	64750	4
	1	64771	1
	1	65150	1
	1	67170	1
	6	68170	1
	7	68570A	2
	14	70250	21
	1	70270	1
	1	70450	3
	1	70570	1
	1	73270B	1
	1	74151	1
	1	75170	1
	1	75151	1
	1	77150	1
	1	90250B	1
	1	90370	1
	1	90470B	1
	1	90770	1
	2	90870	1
	2	98150	1

Air Trans. Sq., Manchester—
(ANG) Officer: (O-2/5) 18 openings in AFSC 1045B, (O-2/5) 20 in 1535 and (O-2/3) nine in 9754. Enlisted: four openings in AFSC 1570, 15 in A90250/70.

NEW JERSEY

Tac. Ftr. Sq., Atlantic City—
(ANG) Officer: (O-2/5) 15 openings in AFSC 1115A.

Tac. Ftr. Sq., McGuire AFB—
(ANG) Officer: (O-2/5) three openings in AFSC 1115A.

AMTSq., Newark—(ANG) Officer: (O-2/3) three openings in AFSC 1045B, D, Z, (O-2/3) four in 1535, and (O-2/3) one opening in AFSC 5525. (O-2/3) 12 in 9754. Enlisted: 14 openings in AFSC A43570/90, two in A60630/90 and 18 in A90250/70.

Quality Staging Sq., McGuire
B—(AFRes)

OFFICER				
Grade	No.	9386	O-4	1
O-2/3	3	9725	O-2/3	1
O-4	1	9754	O-1/2	8

LISTED	No.	90290	3
	2	90270	10
	1	90250	14

NEW MEXICO

FISq., Albuquerque—(ANG) Officer: (O-2/3) four openings in AFSC 1125Z.

NEW YORK

AMTSq., Brooklyn—(ANG) Officer: (O-2/3) seven openings in AFSC 9754. Enlisted: six openings in AFSC A43570/90 and 12 in 9750/70.

Tac. Ftr. Sq., Niagara Falls—
(ANG) Officer: (O-2/5) 18 openings in AFSC 1115B.

Air Trans. Sq., Schenectady—
(ANG) Officer: (O-2/5) 29 openings in AFSC 1045B, (O-2/5) 19 in 1535 and (O-2/3) 14 in 9754. Enlisted: 12 openings in AFSC 1570, four in A60750 and 27 in A90250/70.

TCGp., Stewart AFB—(AFRes.)

OFFICER				
Grade No.		6476A	O-2	1
O-2	8	6724	O-2	1
O-3	1	7024	O-2	1
O-3	1	9025	O-3	1
O-3	1	9356	O-4	2
A O-2	1	9826	O-3	1

ENLISTED	No.	57170	3
	1	60270	1
	1	60350A	2
	1	60370	1
	1	62150	1
	2	62250	3
	1	62270	1
	1	62470	2
	1	64350A	3
	4	64370A	3
	1	64550	11
	6	64570	1
	2	64650	3
	9	64670	4
	1	64750	8
	1	64770	1
	2	64771	2
	2	65150	1
	2	65170	1
	2	67151	2
	2	67152	1
	2	67153	1
	2	67170	2
	2	67190	2
	8	68170	1
	13	68550A	2
	1	68570A	2
	1	70150	1
	1	70250	21
	1	70450	1
	1	70570	1
	5	71150	1
	1	72170	1
	1	73250B	3
	1	73270B	2
	1	74570	1
	2	75151	1
	1	75170	2
	1	90250B	1
	1	90370	1
	2	90470B	1
	1	90570	1
	1	90650	1
	2	90670	1
	1	90671	1
	4	90770	1
	1	90870	1
	9	98150	1

138 Tac. Ftr. Sq., Syracuse—(ANG) Officer: (O-2/5) 11 openings in AFSC 1115A.

137 AMTSq., White Plains—(ANG) Officer: (O-2/3) six openings in AFSC 1045B, D, Z, (O-2/3) nine in 1535 and (O-2) seven in 9754. Enlisted: 16 openings in AFSC A43570/90, ten in A60750/70 and 20 in A90250/70.

NORTH CAROLINA

156 AMTSq., Charlotte—(ANG) Officer: (O-2/3) four openings in AFSC 1535 and (O-2/3) six in 9754. Enlisted: ten openings in AFSC A43570/90.

NORTH DAKOTA

178 FISq., Fargo—(ANG) Officer: (O-2/3) two openings in AFSC 1124B.

OHIO

166 Tac. Ftr. Sq., Columbus—(ANG) Officer: (O-2/5) 11 openings in AFSC 1115B.

164 Tac. Ftr. Sq., Mansfield—(ANG) Officer: (O-2/5) 16 openings in AFSC 1115A.

162 Tac. Ftr. Sq., Springfield—(ANG) Officer: (O-2/5) 16 openings in AFSC 1115A.

112 Tac. Ftr. Sq., Toledo—(ANG) Officer: (O-2/5) 18 openings in AFSC 1115A.

145 Air Refueling Sq., Wilmington—(ANG) Officer: (O-2/5) ten openings in AFSC 1065B and (O-2/5) one in 1535. Enlisted: three openings in AFSC A43570/90.

OKLAHOMA

185 Air Trans. Sq., Okla. City—(ANG) Officer: (O-2/5) 22 openings in AFSC 1045B, (O-2/5) 18 in 1535 and (O-2/3) six in 9754. Enlisted: two openings in AFSC A60750/70 and eight in A90250/70.

937 TCGp., Tinker AFB—(AFRes)

OFFICER				
AFSC	Grade	No.		
1055C	O-3	2	1416 O-4	2
1055C	O-2	4	1435Z O-3	5
1334	O-3	1	6034 O-3	1
			6724 O-2	1

ENLISTED	No.	56550	3
	1	56570	1
	2	57150	5
	1	57170	1
	7	60250	1
	3	62250	1
	1	62470	1
	1	64350A	4
	2	64370A	1
	1	64550	2
	1	64570	1
	2	64750	1
	1	64771	2
	11	75150	1
	1	67152	1
	1	67170	1
	1	68570A	1
	1	70250	5
	1	70450	1
	1	70570	1
	1	75151	1
	2	90270B	1
	1	90370	1
	1	90671	1

125 Air Trans. Sq., Tulsa—(ANG) Officer: (O-2/5) 18 openings in AFSC 1045B, (O-2/5) 18 in 1535 and (O-2/3) 13 in 9754. Enlisted two openings in AFSC A90250/70.

OREGON

123 FISq., Portland—(ANG) Officer: (O-2/3) two openings in AFSC 1564 and (O-2/3) four in 1124B.

PENNSYLVANIA

140 AMTSq., Olmsted AFB—(ANG) Officer: (O-2/3) six openings in AFSC 1045B, D, Z, (O-2/3) ten in 1535 and (O-2/3) 11 in 9754. Enlisted: eight openings in AFSC A43570/90, 12 in A60630/50 and 20 in A90250/70.

103 Air Trans. Sq., Philadelphia—(ANG) Officer: (O-2/5) 20 openings in AFSC 1045B, (O-2/5) ten in 1535 and (O-2/3) three in 9754. Enlisted: 12 openings in AFSC A43570 and 12 in A90250/70.

146 FISq., Pittsburgh—(ANG) Officer: (O-2/3) six openings in AFSC 1125D.

147 AMTSq., Pittsburgh—(ANG) Officer: (O-2/3) two openings in AFSC 1045B, D, Z.

RHODE ISLAND

143 TCSq., Providence—(ANG) Officer: (O-2/5) seven openings in AFSC 1055Z. Enlisted: two openings in AFSC A29352.

SOUTH CAROLINA

157 FISq., Columbia—(ANG) Officer: (O-2/3) four openings in AFSC 1125D.

SOUTH DAKOTA

175 FISq., Sioux Falls—(ANG) Officer: (O-2/3) four openings in AFSC 1125D.

TENNESSEE

151 FISq., Knoxville—(ANG) Officer: (O-2/3) ten openings in AFSC 1125D.

920 TCGp., Memphis—(AFRes)

OFFICER				
AFSC Grade No.	1535	O-3	3	
1055A O-3	19	1925	O-4	1
1055A O-2	38	6444A	O-2	2
1334 O-3	2	6746A	O-2	2
1435 O-3	9	8924	O-3	1

ENLISTED			
AFSC Grade No.			
20450	1	56350	4
20470	2	56370	2
22351	2	56450Z	2
23250	2	56550	10
24150A	3	56570	1
24170A	2	57150	15
24270	2	60250	2
27150	10	60251	2
27170	2	60270	2
29150	6	60350A	4
29170	2	60351	1
30151	1	62150	1
34250E	4	62250	6
34270E	4	64350A	8
36150	4	64550	17
36350	2	64570	3
40250	2	64650	5
42450	4	64670	7
43151A	9	64750	8
A43151A	8	64771	2
43171A	18	65170	2
		67151	1

A43171A	6	67152	2
43190	2	67153	2
43271	6	67170	1
43290	1	68170	1
46150	3	68370	2
47150	2	68570A	3
47151	11	70150	1
47152	2	70250	40
47153	2	70450	6
53150	3	73250B	3
53250	1	73270B	1
54350	2	73271	1
54550	3	74151	1
54570	2	75170	6
55150	2	77150	1
55250	4	90671	1
55251	3	98150	1

155 Air Trans. Sq., Memphis—(ANG) Officer: (O-2/5) 18 openings in AFSC 1045B, (O-2/5) 18 in 1535 and (O-2/3) 14 in 9754. Enlisted: four openings in AFSC A43570, two in A60750/70 and six in A90250/70.

105 Air Trans. Sq., Nashville—(ANG) Officer: (O-2/5) 11 openings in AFSC 1045B, (O-2/5) 16 in 1535 and (O-2/3) 12 in 9754. Enlisted: six openings in AFSC A43570, two in A60750/70 and 14 in A90250/70.

TEXAS

111 FISq., Houston—(ANG) Officer: (O-2/3) five openings in AFSC 1125D.

182 FISq., San Antonio—(ANG) Officer: (O-2/3) eight openings in AFSC 1125D.

UTAH

191 Air Trans. Sq., Salt Lake City—(ANG) Officer: (O-2/5) 21 openings in AFSC 1045B and (O-2/5) 18 in 1935. Enlisted: eight openings in AFSC A43570.

VERMONT

134 FISq., Burlington—(ANG) Officer: (O-2/3) three openings in AFSC 1564 and (O-2/3) two in 1124B.

VIRGINIA

149 Tac. Ftr. Sq., Richmond—(ANG) Officer: (O-2/5) 14 openings in AFSC 1115A.

WASHINGTON

116 FISq., Spokane—(ANG) Officer: (O-2/3) five openings in AFSC 1564 and (O-2/3) three in 1124B.

WEST VIRGINIA

130 TCSq., Charleston—(ANG) Officer: (O-2/5) three openings in AFSC 1055Z and (O-2/5) four in 1535.

167 AMTSq., Martinsburg—(ANG) Officer: (O-2/3) four openings in AFSC 9754.

WISCONSIN

176 FISq., Madison—(ANG) Officer: (O-2/3) four openings in AFSC 1564 and (O-2/3) four in 1124B.

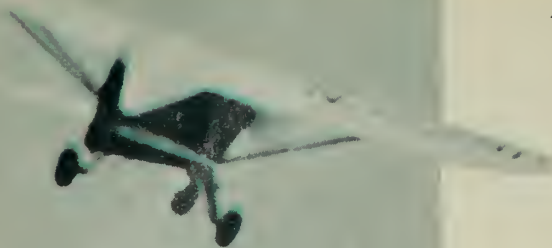
126 Air Refueling Sq., Milwaukee—(ANG) Officer: (O-2/5) ten openings in AFSC 1065B and (O-2/5) seven in 1535.

WYOMING

187 AMTSq., Cheyenne—(ANG) Officer: (O-2/3) five openings in AFSC 1045B, D, Z, and (O-2/3) two in 9754. Enlisted: 15 openings in AFSC A90250/70.

NASA

The Manned Spacecraft Center of the National Aeronautics and Space Administration at Houston, Texas, is seeking 10 to 15 exceptional, young pilots to participate in a training program which will eventually lead to their becoming Astronauts. Pilots selected will join the current astronaut pilot pool in October and will be based at the Manned Spacecraft Center. For details concerning eligibility qualifications and procedures for applying, see page 2.



CAP's 14,000-station communications

network provides an immediate link

between headquarters and participat-

ing disaster relief organizations.

Civil Air Patrol News



Air to Ground communications are vital in CAP's emergency search procedures. Here, Cadet Sheila Armstrong of the Los Alamos squadron uses a Walkie-Talkie.



Without Civil Air Patrol's vast communications system, one of this country's most vital emergency services would be almost nil. Recent tests proved the capabilities of the 52-wing net—the lifeblood of this “can do” civilian organization.

This radio net is beginning to work more closely with Air Force Reserve Recovery units, Civil Defense, and other emergency and disaster relief organizations. Its strength lies in numbers—more than 14,000 stations throughout each state, the District of Columbia and Puerto Rico.

On frequencies allocated by the Air Force and authorized by the Federal Communications Commission, CAP radio reaches out to every hamlet and farm. Even family kitchens, garages and autos of some members are equipped. Other CAP unit commanders keep tiny transceivers at their residence chairside.

Last April, CAP National Headquarters at Ellington AFB, Tex., conducted a nationwide CPX, or command post exercise, to test its radio system. The CPX, supervised by Lt. Col. Donald C. Meyers, operations officer, and Maj. Robert G. Crabb, USAF, national director of communications, was “extremely successful.”

This test followed a recent exercise during which CAP's capability of alerting Air Force Reserve Recovery units, and joining them in transceiving, was checked. That result: 70 percent of Reserve Recovery units responded in five hours; 93 percent by 23 hours.

Here is a sample query transmitted, “What is the length of the runway at St. Joseph, Mo., municipal airport?” With St. Joseph the site of Missouri Wing headquarters, the answer was quickly obtained, but the message still had to be transmitted through North Central Region Headquarters at Minneapolis, Minn., to the wing, and then to a squadron to handle

the request. Replies went the same return route: from operating unit wing, to region, to headquarters.

Most Civil Air Patrol wings have written agreements with their local Air Reserve Recovery units and Civil Defense agencies. These agreements in many cases, specify the communications to be provided. In many places, CAP stations are located with Reserve Recovery units, Civil Defense and law enforcement agencies.

It is only through these recent instituted, nationwide tests that we can determine areas where changes are required in methods of operation, radio procedures, and where more training is required to bring a unit to par with its contemporaries, CAP communicator explained.

“The national headquarters located outside of Houston, is now operating on single sideband,” Major Crabb said, “And so is the Southwest Region Air Force Liaison Office in Dallas (Station 6FRP). We hope to convert all CAP-USAF stations to a uniform net.”

It was explained that CAP-USAF headquarters station can only contact Civil Air Patrol via the Air Force CAP region headquarters liaison stations (numbers “1” through “8”, followed by call signs), which in turn can go out to the CAP wings (regions) and wings have both Air Force CAP frequencies and equipment. The messages then go on down through group, to squadron, or to flight, if necessary.

CAP radio stations—now able to work with Air Force Reserve Recovery units and Civil Defense—operate throughout the regions and wings on one or several of approximately 100 frequencies which have various time restrictions. Despite these restrictions necessarily placed by FCC, CAP provides a most vital work for national control of its emergency services capabilities.

PEOPLE

Dr. Brockway McMillan, former assistant secretary of the Air Force research and development, was named as under secretary of the Air Force by Secretary Eugene McCarthy on June 12. He assumes the post vacated by Dr. J. V. Charyk.

Maj. Gen. Winston P. Wilson, deputy chief of the National Guard Bureau since 1955, has been named by President Kennedy to succeed retiring Chief of the Bureau, Maj. Gen. W. McGowan, this August. It will be the first time an Air Guardsman has assumed the Guard's Number One position over nearly 400,000 Army and over 72,000 Air Guardsmen.

Brig. Gen. Royal Hatch will relieve Brig. Gen. Benjamin G. Willis as commander of the First Air Force Reserve Region, Stewart AFB, N. Y., September 1. General Hatch comes to the First Region from the 1st Air Forces in Europe where he was deputy chief of staff for personnel since May 1960. This will be his second active duty assignment with the Continental Air Command. He was deputy commander for ANG affairs at Hq CONAC (then at Mitchel AFB, N.Y.) from 1955 to 1960.

Brig. Gen. Jack A. Gibbs became 1st Air Force Reserve Region commander at Hamilton AFB, Calif., on May 1 replacing Brig. Gen. Andrew Cannon, who retired in May. He had served as deputy director of operational requirements at Air Force Headquarters in Washington since September 1961.

Brig. Gen. Benjamin G. Willis, who has commanded the First Air Force Reserve Region since August 1961, will take over the Second Region at Andrews AFB, Md., in September. He relieves retiring Brig.

Gen. Felix L. Vidal. A strong supporter of the Air Reserve Forces, General Willis recently made news (see May '63 AIR RESERVIST) when he turned over his command for 15 days to Reservist, Brig. Gen. Edward J. Haseltine and staff.

Col. William F. McNeil, USAF Reserve officer on extended active duty, retired recently after more than 22 years active duty. His last assignment was at the Pentagon as chief of the plans & policy division of the office of the Assistant Chief of Staff for Reserve Forces. Colonel McNeil was a guiding light and a forceful participant in the formulation of all the recent broad policy matters and significant actions affecting the Air Reserve Forces.

Maj. Irving G. Williams, 349th Troop Carrier Wg., Hamilton AFB, Calif., was recently selected as "Pilot of Distinction" by the Tactical Air Command, an honor not usually bestowed upon a Reservist. He was cited for saving an aircraft and possibly the lives of its crew, at the risk of his own life. He was co-pilot of a C-119 on a night flight when instruments warned that its nose wheel gear was not in a safe "down" position as they prepared to land. Disregarding his own safety, Major Williams climbed out into the open gear housing 5,000 feet above the ground and forced the nose gear down and into a locked position.

Capt. Grant S. Pyle III, 194th Fighter Interceptor Sq., Fresno, (Calif. ANG) recently received the Air Defense Command's "Well-Done" award. He was cited for his self-control, and airmanship during a mission earlier this year. Shortly after taking off over a heavily populated area, the engine of the captain's plane began to lose power. Rather than jettison his external fuel

tanks over the inhabited area, Captain Pyle managed to maneuver his plane over a cleared spot before doing so. He was then able to return safely to base.

1st Lt. Roger K. Schmitt, a former pilot with the New Jersey ANG's 141st Tactical Fighter Squadron, who is now assigned to the 389th TFSq., at Chaumont Air Base, France, recently became "Top Gun" of the 366th TFWg. The youngest pilot, only 25, in his squadron, Schmitt won the distinction by placing first in the new gunnery criteria for pilots at the Wheelus AB, range in Libya. He made a clean sweep of all events with his F-84F Thunderstreak—including high angle bombing, skip bombing, rocketry, strafing (one pass), and Dart target. He also placed first in squadron gunnery competition at Libya and in France.

SMSGt. Zenobia F. Zabielski, sergeant major of the 8305th Air Force Reserve Recovery Group, Hartford, Conn., and the highest ranking WAF enlisted Reservist in that state, recently received two major nominations. She was named Outstanding Air Reserve Airman of her group and at the same time was selected as the Air Force Reserve's nominee for Hartford County's Honor Woman of 1962.

TSgt. William S. Nash, 175th Tactical Fighter Group, Maryland ANG, won the .45 cal. service pistol championship in the 2nd Army Area Commanders match at Ft. George G. Meade, Md., in April. The straight-shooting sergeant placed and won the following: 3rd place Open Warm-up Aggregate; 2nd place Master Center fire rapid fire; 2nd place Open .45 cal. slow fire; 1st place Open .45 cal. National Match Course and the .45 cal. Service Pistol Match. Sergeant Nash has been competing in small arms matches for a year and a half.

CHANGES IN COMMAND



General WILSON
To Chief, National
Guard Bureau



General HATCH
To Commander,
First AFRes Region

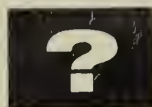


General GIBBS
To Commander,
Sixth AFRes Region



General WILLIS
To Commander,
Second AFRes Region

QUESTIONS & ANSWERS



This column is designed to clarify problems of general interest to members of the Air Reserve Forces. Personal problems should be discussed with your unit personnel officer. Letters not used in the column cannot be answered.

I am a Reserve officer involuntarily released from active duty in 1958. Am I eligible for the increased readjustment pay authorized by Public Law 87-509? PL 87-509 became effective when approved by the President on June 28, 1962. The increased readjustment pay authorized by this legislation is payable only to Reservists involuntarily released from active duty after the date of its approval. It is not retroactive and does not apply to anyone released prior to that date.

I am assigned to NARS, Denver, Colo. I wish to be transferred to the Retired Reserve. What is the proper procedure? Applications for transfer or assignment to the Retired Reserve must be submitted by the individual on AF Form 131, Application for Transfer to the Retired Reserve. Members assigned to the Ineligible Reserve Section (IRS), Inactive Status List Reserve Section (ISLRS), or the Nonaffiliated Reserve Section (NARS) should forward their applications to the Air Reserve Records Center, 3800 York St., Denver 5, Colo.

How may an airman on active duty with the Regular Air Force make application for a commission in the Air Force Reserve, or apply for a course to qualify him for commission? Air Force enlisted personnel on active duty may apply through their immediate commander to Continental Air Command or, if stationed overseas, to the major commander having jurisdiction over the area in which he is stationed. However, direct appointments in the Air Force Reserve are currently restricted to individuals qualified in the medical, chaplain and legal fields. We suggest you contact your unit commander for information concerning a school or further requirements for a commission.

Recently another Guardsman told me that his company gave him two weeks off in addition to his vacation time to go to summer training and that when he was called to active duty during the Berlin crisis, his employer paid him the difference between his civilian and his military pay. I have to take my vacation time for summer camp and I've never heard anything about extra pay. Why is this? Employers are not required by law to offer you benefits such as you describe but many have realized that it is to their advantage to cooperate with the men who make sacrifices to protect them and have therefore developed programs to aid their Guardsmen-employees in every way.

As an Air Force officer, I have completed my obligated period of service under the UMTS Act. Do I automatically receive a discharge from the AF Reserves? No. All appointments and promotions made after July 19, 1952 are for an indefinite period. These appointments can be terminated only upon the officer's resignation or for cause.

I work for a government agency and am designated a "key employee." A recent reorganization of the agency has given our office a mission which seems to take it out of the realm of essentiality to National Security. My position in the Guard is in danger because of this "key" designation. Is there any way I can have my designation reviewed and thereby be made available for mobilization? Your first alternative is to see your immediate supervisor and request that he review your position and consider giving your unit a Certificate of Availability on you. Any further appeal must be addressed through military channels to the Department of the Air Force.

AEROSPACE LIBRARY



Reservists may obtain these books by mail order (at list prices) from the Aerospace Book Club, 618 Mills Bldg 17th and Pennsylvania Ave., N.W., Washington 6, D. C. The Club offers members the opportunity to purchase certain of these and other aerospace books at substantial discounts. Reservists also may obtain recommended books at reduced rate from the Air University Book Department, Maxwell AFB, Ala.

I'd Rather Be Flying, Frank Kingston Smith (Random House, \$4.95). Written in easy to understand pilot talk, this book describes the important steps in obtaining his instrument card. In addition, the single-engine pilot is shown how to fly multi-engine planes.

The Zeppelin In Combat, Douglas H. Robinson (Shirley String Press, \$9.00). A definitive story of the zeppelin, its early history, construction and demise in combat (WWI).

Strike Command, America's Elite New Combat Team, Frank Harvey (Duell, Sloan and Pearce, \$4.95). The story of Strike Command, the new organization composed of The Tactical Air Force (TAC) and Strategic Army Command (STRAC).

Conflict In Space, M. N. Golovine (St. Martin's Press, \$4.50). Surveys the costly American and Russian space efforts in regards to their military implications. Concludes "military as well as political supremacy may be gained through space war without consuming the earth."

Studies Of War, Nuclear And Conventional, P.M.S. Blackett (Hill & Wang, \$3.95). Author Blackett in his controversial book challenges the Western military policy of "atomic bomb" might, and claims the West is "neglecting adequate preparation for land war."

Rendezvous In Space, Martin Caidin (Dutton, \$4.95). The story of Man-In-Space Programs—Project Mercury, Gemini, and Apollo, with a special section on the Air Force X-20 Dyna-Soar astronaut-in-space program.

A Study Of Communism, J. Edgar Hoover (Holt, Rinehart & Winston, \$3.95). A disclosure of the Communist tactics and objectives including a portion relating to the Communist operations in the U. S.

BRIEFLY

Miss Judy Sunday lends charm to bond drive conducted by Air National Guard's 112th Air Defense Wing at Greater Pittsburgh Airport, Pa. Aircraft is an F-102A, jet fighter-interceptor.



vo outstanding Reserve air terminal squadrons assigned to the Military Air Transport Service, have received approval from Headquarters AF to perform their active duty overseas this summer. The units are the 91st Air Terminal Squadron at Andrews International Airport in Chicago and the 84th ATSq., of Charleston, S. C. They will be picked up by the 49th ANG C-97s and moved respectively to Hickam AFB, Hawaii, and Chateauroux AS, France. This will be a "first" and will involve approximately 200 officers and airmen who will perform terminal squadron duties at the MATS overseas bases.

ROPA promotions to permanent lieutenant colonel recently went to 7 Air Force Reserve officers. Records of 2,474 officers were considered with 801 deferred for the time and 56 others for the end. In a separate action, 44 Reserve of the Air Force officers were selected for ROPA promotion the same grade. Included were nurses, 3 WAF and 1 medical specialist. Promotions were also announced for 61 Reserve warrants. Of

these, 13 were selected for W-4, 47 for W-3 and 1 for W-2. Six hundred ninety-three Regular and 88 Reserve warrants were considered.

"Weekend Soundflights '63," a series of 15 five-minute radio programs produced by Hq Continental Air Command and dedicated to the Air Force Reservist, were shipped to AM stations in the U.S., last month. The programs were also sent to field units to enable more effective local tie-in and support of Air Force Reserve recruitment and retention. The discs feature top bands, instrumentalists and vocalists. Each show provides ample time for local unit spot announcements concerning Air Force opportunities.

A C-97 of the 133rd Air Transport Squadron, 157th ATGp., (New Hampshire-ANG) transported 21 members of the U.S. Army's "Sky Knights," official sky diving team and some 5,000 pounds of equipment to Le Bourget Air Base, near Paris, last month. The team traveled to Europe to participate in the world-famous Paris Air Show.

Two Air Force Reserve C-124s and their crews also provided logistical support for the big international meet. A Globemaster from the 917th Troop Carrier Gp., Barksdale AFB, La., airlifted an en-route support team and ground support equipment to Paris for two participating Tactical Air Command T-38 fighters. The men and their equipment were returned to the U.S. following the show by a C-124 of the 442nd Troop Carrier Wg., Richards-Gebaur AFB, Mo. The Paris missions are another example of the proficiency of our Air Reserve Forces in the world-wide airlift capability of the USAF.

Enrollment for the revised Squadron Officer School correspondence course has been reopened by the Extension Course Institute. Any officer, Regular or Reserve, in the Armed Forces in the grade of major or below may now enroll. ECI no longer requires that applicants have at least two years of federal commissioned service. The revised course has five textbooks, a staff study, and two book reports. The institute has announced that chief and senior master sergeants will be allowed to enroll in this course after October. Revised course 5741, Firefighter Supervisor and Superintendent, and course 6403, Supply Services, are now available.

Approximately 16,000 Reserve first lieutenants will be considered for promotion to captain by a board which will convene at the Air Reserve Records Center, September 9-20. To be eligible, officers must hold a promotion service date on or before Dec. 31, 1960, have a total years service date on or before Dec. 31, 1957, and must have been in an active status for one year prior to the board's convening date.

Thirteen Air Force Reserve C-119 aircraft and 161 Reservists of the 514th Troop Carrier Wing of McGuire AFB, N.J. took part in last month's week-long Air Force and Army Alaskan summer exercise "Arctic Shore IV." The 514th is composed of Reservists from Connecticut, Massachusetts, New York, Pennsylvania and New Jersey and is commanded by Col. C. Y. Jackson.

Our caption writer got his titles mixed up in last month's Reserve Camera. He mistakenly listed Col. Bourne Adkison as commander of the 349th TCWg., Hamilton AFB, Calif. Colonel Adkison is chief of staff of the Sixth Air Force Reserve Region. The 349th is commanded by Brig. Gen. Rollin B. Moore.



Brig. Gen. J. R. Dolny, commander of the 133rd ATWg., (Minn. ANG) talks to tower prior to C-97 flight from Scott AFB, Ill., to Azores. The aircraft was used to ferry MATS Band for Armed Forces Day appearance.

RESERVE CAMERA

① Loading mission bell on deck of 166th Air Transport Gp. (Del. ANG) C-97 which airlifted it from Dover AFB, Del., to Ramey AB, Puerto Rico, in May, are (l-r): SSgt. Carlton Money, 142nd ATSq., (using bar); and A3C' Barry Ratliff, Henson Brooks, and Wayne McConnack, all of the 1607th Air Terminal Sq. The bell was a gift of Explorer Scout Post No. 99 of Wilmington, Del., to the United Presbyterian Church of San Sebastian, P.R., in appreciation of hospitality tendered scouts during 1961 visit to island. ② Sky blossoms with St. Michael's Society chutists as they leave C-123 Providers of 445th ATWg., over Ft. Bragg, N.C. Over 1,000 Catholic paratroopers took part in May jump honoring their patron, St. Michael. They were carried aloft by 33 aircraft of the 445th, Dobbins AFB, Ga., and 446th of Ellington AFB, Tex. ③ Air Vice Marshal Arjan Singh, Indian Air Force vice chief of staff, inspects a 459th TCWg., C-119. The Vice Marshal recently was a guest of the 909th TCGp., and the 459th TCWg., at Andrews AFB, Md.

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AUG. - SEPT. 1963

WIFT STRIKE III

LARGEST PEACETIME MANEUVER
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the air reservist

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES



THE RESERVE MEDICAL PROGRAM

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AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

General Curtis E. LeMay

Chief of Staff, United States Air Force

Maj. Gen. Curtis R. Low

Ass't Chief of Staff Reserve Forces, USAF

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The material contained in The Air Reservist is listed in the Air University Periodical Index.

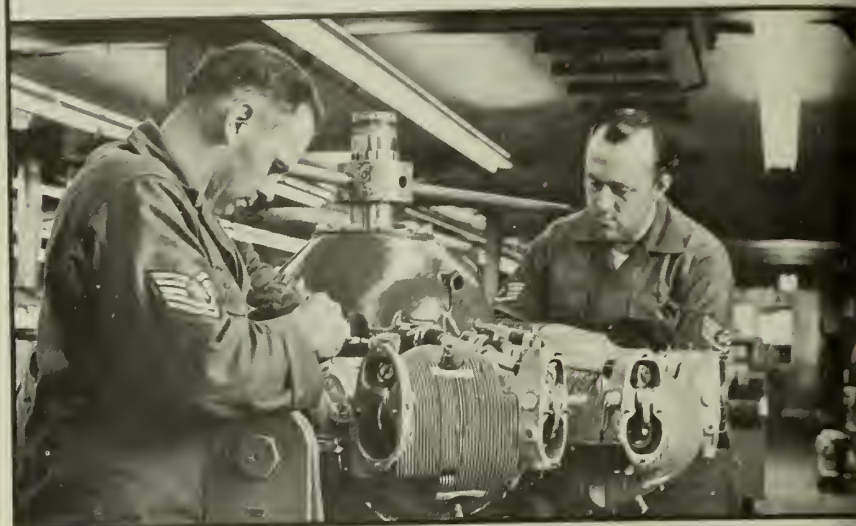
Use of funds for printing this publication has been approved by Hq USAF.



Our cover is dedicated to the most important quality of the Air Force Reserve Medical program—its "People." Their skills, training and dedication make the program a ready and valuable augmentation force. Pictured is an actual group of Reserve medical specialists participating in their annual 15 day tour of active duty for training.

Scanning

Training with business and industry.



Aircraft mechanics and crash-crew firefighters of the 9522nd AFRR, Rochester, Minn., spent part of their 2-week active duty tour participating in CONAC's "Training With Industry" program. TSgt Vernon Wilken and SSgt Fernando Himle use tools and equipment of local aviation concern.

An Air National Guard unit and two Air Force Reserve units performed

their two-weeks summer training in France and Hawaii. They became the first such squadrons to perform their annual active duty tours in an overseas area.

The units are the 84th Air Terminal Sq., Greenville, S.C., which went to France; the 91st Air Terminal Sq., O'Hare IAP, Chicago, Ill., and the headquarters squadron of California ANG's 146th Air Transport Wg, Van Nuys, Calif., both of which went to Hawaii.

The 91st was selected by MATS as its Western Transport Air Force's outstanding Reserve air terminal unit and was ordered to conduct this year's active duty tour with MATS 1502nd ATermSq., at Hickam AFB.

The squadron commander, Maj. John Tracy and members of his unit arrived in Hawaii on the night of July 27 aboard two C-97 aircraft of the 109th Air Transport Sq., of the Minnesota Air National Guard. During their two-week tour 91st personnel actually operated MATS Hickam terminal while 1502nd personnel observed. The terminal, one of the busiest in the Pacific, handles an average of some 7,500 passengers and 765 tons of cargo monthly.

The 84th Air Terminal Squadron, picked as MATS Eastern Transport Air Force's outstanding Reserve terminal unit, departed Greenville, S.C., on August 10 aboard two C-97s of the 133rd Air Transport Sq., Hampshire ANG. Unit personnel and their commander, Maj. E. L. Walker, arrived at Chateauroux, France, the following afternoon.

During their overseas tour, personnel assisted MATS 1616th Transport Squadron at Chateauroux with the movement of personnel, freight, cargo and mail through the local terminal facility. The 1616th is one of 14 operating units in 11 countries maintained by the 1602nd Air Transport Wg., at Chateauroux.

The two Reserve units were followed by California ANG's 146th Air Transport Wg., which became the first ANG unit to send its headquarters squadron out of the continental U.S. They spent their annual two-week summer end tour, August 17-31, in Hawaii. The 146th Air Transport Wing integrated into the 15th Air Transport Wing at Hickam AFB, Honolulu. The remainder of the wing, the 146th Air Transport Squadron, remained at Van Nuys Air National Guard Base during that period to support more than twenty C-97s to the Far East and Europe.

annual Air Force Association convention will be held at Sheraton Park Hotel in Washington, D. C., Sept. 11-13. The convention will bring together AFA members, Air Force personnel, industry executives, educators, members of the Reserve Forces and government officials who will participate in various programs.

Some of the events scheduled for the convention include:

An Aerospace Panorama of Air Force equipment and exhibits around the world, various symposiums and seminars will be held.

An Aerospace Education seminar in which leading educators have been invited to participate.

A 16th Anniversary of the Air Force Luncheon.

Reserve Forces Seminar.

An Honors Night during which outstanding individuals and units of the Air Force will be recognized by the Air Force Association and the official presentation of the Air Force's Outstanding Airmen.

The Continental Air Command will hold a Commanders' Conference at the International Inn in Washington, September 11.

Retention after 20 years of active duty will be handled by all Reserve officers serving on active duty in the grades of colonel and below was recently announced. The Air Force said it is scrapping its Project 20-10 and adopting the concept that the maximum active duty career for Reserve officers is normally 20 years of active federal military service. Project 20-10 was instituted as a means of strengthening Reserve officer strength

through retirement of certain persons completing 20 years service, 10 of which were commissioned.

The continued maturing of the active duty officer force in terms of service and grade, combined with existing and proposed strength and grade ceilings, make it impossible hereafter to retain any substantial number of Reserve officers on active duty beyond the 20 year point, except in special cases.

June 30, 1964 is set for the first such retirements.

A new traveling Retention and Recruiting Coordinators' program has been established to aid Air Force Reserve manning. In the past, efforts of Reserve units in retaining and recruiting Reservists have been tailored to local needs. The new program is designed to take advantage of the best of individual programs while insuring uniformity throughout the Air Force Reserve.

To handle the program Continental Air Command has established a separate Reserve retention and recruiting branch within the assignments and procurement division of the directorate of Reserve personnel. This branch will spearhead retention and recruiting activities of the command and will provide a focal point for analysis of manning trends, review of existing policies and the development of new policies.

At each of CONAC's 16 Air Force Reserve Sector headquarters an active duty sergeant has the sole duty of maintaining contact with active duty bases which operate separation centers, recruiting service offices, and the Reserve units within the geographical boundaries of their individual sectors.

CONAC's round-the-clock effort labelled "CON TAC," has resulted in Reserve troop carrier aircraft and crews airlifting 13,700,000 pounds of cargo and 15,000 passengers during its first 16 months.

The program is a cooperative effort with Tactical Air Command and has been in operation since March 31, 1962. (See AIR RESERVIST, Jan. '63). It began with 10 Reserve crews on duty at all times to assist TAC by providing airlift on an immediate and continuing basis to carry passengers and cargo in support of TAC's mission. The Reservists volunteered for short tours of active duty to perform the missions, ordinarily serving for nine days at a time. This same set-up still prevails under normal circumstances.

The number of crews and planes participating at any one time varies as circumstances change. For instance, the international situation may bring changes in requirements and may affect the number of aircraft and crews available.

Crews from all 15 Reserve troop carrier wings take part, using C-119, C-123, and C-124 aircraft.

CON TAC provides valuable training for Reservists by furthering their combat capability through performance of "live" missions with cargos of immediate tactical importance. This not only aids CONAC's mission of assuring combat readiness of the Air Force Reserve, but also provides needed airlift capability for TAC.

CON TAC is in addition to the missions routinely assigned for airborne support training.

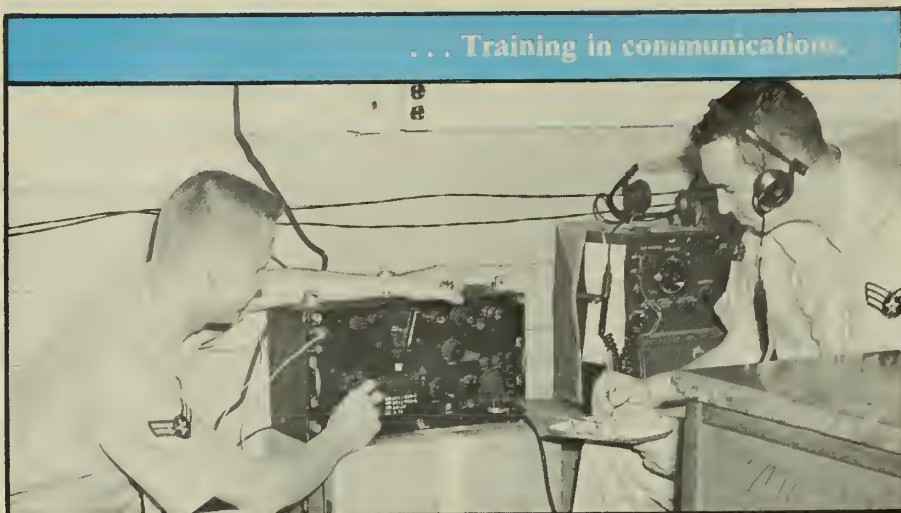
see SCANNING next page

Training overseas.

Air terminal functions at Hickam Air Force Base, Hawaii, were handled for the first time by Air Force Reservists of the 91st Air Terminal Squadron, Chicago, Ill., during their summer training period. ② Air Force Reservists of the 84th Air Terminal Squadron, Greenville, S. C., also trained for the first time. (l-r) Squadron Commander, Maj. Ernest R. Forman, Col. Robert D. Forman, Col. Robert D. Forman, and Lt. Col. Floyd G. Hill, upon arrival at Chateau Air Station, France.



Scanning



Monitoring a high frequency circuit are A1C William Valter and A2C Thomas Switalski, 251st Comm. Gp., Springfield, Ohio. They were part of four thousand members of four Air National Guard mobile communications groups who participated in communications exercise, Long Haul II that ended Aug. 31.

Exercise Long Haul II, a two-phase communications exercise involving some 4,000 communicators of the four ANG mobile communications groups, ended August 31.

The Air Force Communications Service posed the problem of establishing and maintaining a highly mobile radio communications network which could function during wartime. Selected military installations in the eastern and central states were tied into the mobile radio system and the Air Force Communications network during the period July 13-27.

Thousands of teletype and voice messages were passed through the system.

ANG Communications units participating in the first phase were: the 251st Communications Gp. (Mobile), Springfield, Ohio, consisting of the 263rd CommSq. (Trib team), Badin-Wadesboro, N.C.; 264th CommSq. (Trib team), Chicago, Ill.; 269th CommSq. (Trib team), Springfield, Ohio and its detachment relay center, Zanesville, Ohio; 223rd Radio Relay Sq., Hot Springs, Ark. and 225th Radio Relay Sq. Gadsden, Ala.

Also the 253rd CommGp. (Mobile), Wellesley, Mass., consisting of the 267th CommSq. Relay Center, Wellesley; 271st CommSq. (Trib team), Harrisburg, Pa.; 274th CommSq. (Trib team), Roslyn, N.Y.; 224th Radio Relay Sq., St. Simons Island, Ga.; and the 265th Radio Relay Sq., of S. Portland, Maine.

Military installations in the western states were tied together during the

second two-week training period of Long Haul II. Taking part were: the 252nd CommGp. (Mobile), Spokane, Wash., consisting of the 142nd CommSq. (Relay Center), Portland, Ore.; 262nd CommSq. (Trib team), Bellingham, Wash.; 143rd CommSq. (Trib team), Boeing Field, Wash.; 244th Radio Relay Sq., Portland, Ore. and the 221st Radio Relay Sq., of Garland, Tex.

Also the 162nd CommGp. (Mobile), N. Highland, Calif., consisting of the 147th CommSq. (Relay Center), Van Nuys, Calif.; 148th CommSq. (Trib team), Compton, Calif.; 149th CommSq. (Trib team), N. Highland, Calif.; 222nd Radio Relay Sq., Santa Ana, Calif., and the 261st Radio Relay Sq., of Van Nuys.

The seventh annual AFRes troop carrier competition will be held Sept. 8-11 at Clinton County AFB, Wilmington, Ohio. Forty-two crews from 14 troop carrier wings will compete, flying C-119s and C-123s. The competition is a CONAC-wide exercise in which the three best crews from each wing compete, as individual crews and as a three-crew team. All aircraft from each team will fly a low level navigation mission followed by a 1500 foot air drop of heavy equipment. Each team will also send three aircraft on a medium altitude night navigation flight to test navigation and proficiency at dropping 340 pound bundles. A third requirement will be to fly in formation and drop parachutists.

Mutual exchange of Reservist and active Air Force at Dover AFB, Del., solved two problems recently. The 1607th Civil Engineer Squadron at the big Delaware base needed the services of a professional mechanical engineer. The 9498th Air Force Reserve Squadron needed realistic training situations to prepare men for a new "Base Support Services" mission it was pioneering. Many of its Reservists are engineers employed by leading chemical construction and electrical industries.

Lt. Col. W. D. Schweinsberg, commander of the 9498th offered the services of the Reservists to the civilian engineering squadron commander, Lt. Col. Walter H. Thaxton. A program was begun to utilize the skills of the Reserve officers as an integral part of their training.

Coordinating workload schedules of the engineer squadron with the training periods of the Reservists was the primary problem which had to be solved. The Reservists trained on the second weekend of each month. The squadron, except for emergency crews, does not work weekends.

Examination of the engineering problems, however, showed that the primary need was for professional evaluation, planning, and advice on base engineering projects. It was found that if the paper work, specifications and plans for the projects were made available to the Reservists during their weekend training period they could provide the required engineering service despite the absence of active duty personnel.

Since the beginning of the program last March, eleven members of the 9498th have contributed more than 294 man-hours of engineering con-

... Training as a team

- ① Calif. units: 149th Comm. Sq. (ANG), 82nd and 87th Air Transport Sqs. (AFRes), and 1501st Air Transport Wg. (MATS), proved effectiveness of teamwork in Operation Trip Play. 87th Reservists load truck-mounted radio aboard MATS C-119.
- ② USAF's experiment in utilizing civilian skills of Reservists for Maj. Walter Prettyman (II) and Warren Auch, 9498th AFRes Squadron, Dover AFB, Del., evaluating condition of steam heating plant at USAF's 1607th Civil Eng. Sq., at Dover AFB.

ant services to the base. They have worked on facility maintenance and improvement projects ranging in complexity from simple improvements to a hangar heating system to modernization of the base sewage disposal plant. The Reservists are currently working on the design of an improved lighting system for the emergency power generator at the base hospital. Original plans called for a new well supply cooling water for the gas-turbine engine-powered unit. Investigation, however, showed that the engine could be cooled much more economically by a radiator.

Commenting on the work performed by the Reservists, Mr. J. W. White, chief of the engineering branch of the civil engineer squadron, said, "This group constitutes the most valuable source of technical advice we have found to assist us in maintaining Dover's facilities. They are a gold mine of talent."

ve ANG squadrons compete for USAF's Ricks Trophy in a

combat test at Shaw AFB, S.C., September 3-8. Units selected to participate are the 172nd TacReconSq., Little Creek, Mich.; the 165th, Louisville, Ky.; 154th, Little Rock, Ark.; 147th, Hutchinson, Kans., and 142nd, Reno, Nev.

Crews of RB-57 photo reconnaissance aircraft will test their abilities in all phases of their duties from preflight procedures to processing and interpretation of target photographs. The Ricks Trophy event, one of the USAF's major competitions, is held in conjunction with the Air Force Association's annual convention. The winning crew will be AFA guests at the convention.

"Operation Triple Play" combined the capabilities of three

Reserve and one Air Force unit during the weekend of July 20-21, in one of the first exercises of its type ever conducted by Reservists. Taking part were the 149th Communications Sq., California ANG, from North Highlands; the 87th Air Terminal Sq. AFRes of McClellan AFB; and the 82nd Air Terminal Sq. AFRes of Travis AFB, Calif. and the 1501st Air Transport Wg., MATS.

The operation involved the complex problem of airlifting the 149th, its men and equipment from McClellan to Travis where the 149th "Tiger Cat" team set up its equipment and tied into the California ANG communications network as they would do in a real emergency.

The 149th personnel and 17 tons of equipment were processed and loaded aboard a C-124 by the 87th ATermSq. at McClellan, flown to Travis by the 1501st ATWg., and off-loaded by the 82nd ATermSq. The process was reversed on the second day for the flight back.

Col. Francis E. Holsclaw, commander of the parent 162nd Comm. Gp., commented, "We hope to have more of these live missions in the future, not only for the valuable training they provide, but also for the fine cooperation we see between regular Air Force, Reserve, and ANG units."

A resolution commending the United States Air Force and the

Military Air Transport Service for utilizing the Air Reserve Forces more efficiently and realistically was adopted by the American Legion, Department of Illinois, during its 45th annual convention at Chicago.

The resolution, which will be formally presented to the national convention of the Legion convening in Miami, Fla., Sept. 6-12, specifically cited MATS and its commander, Gen. Joe W. Kelly for strengthening the nation's defense posture through its active Reserve program.

Among the points stressed in the resolution was MATS training of Air Reserve terminal squadrons in overseas areas where they would be utilized in the event of world emergency, thereby increasing the capabilities of the squadrons to perform their duties; and the scheduling of Air Force Reserve Rescue Squadrons to be trained outside the continental U.S., making these units more proficient in their humanitarian duties.

New courses, one in the field of air traffic control and the other

in the wire maintenance field have been activated by the Extension Course Institute of Air University. They are Air Traffic Control Fundamentals (2720A) and Dial Central Office Equipment Specialist (Step-by-step and X-Y) (3635).

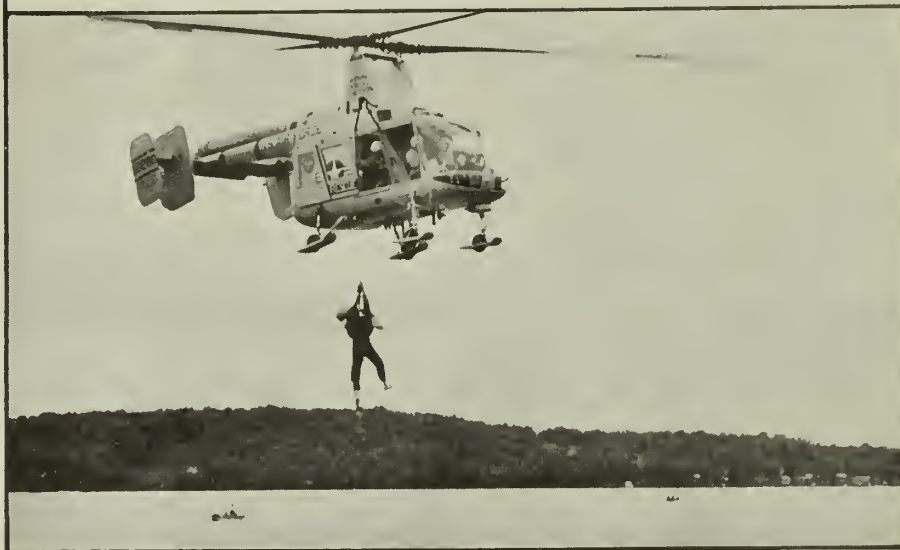
The former introduces the student to the federal system of air traffic control and describes the duties of an air traffic controller. The course covers aircraft navigational aids, communications procedures, air traffic regulations, control procedures and the effects of weather on control.

Course 3635 describes the equipment used for the operation of the Step-by-step and X-Y dial systems and explains the operation of the switching equipment, power ringing and supervisory equipment, testing, routine testing procedures and trouble location.



Scanning

... Training in rescue



(1) ANG's 119th FtrGp., Fargo, N. D., flight crews got ditching-procedure training with help of H-43 from Det. 1 of USAF's Central Air Rescue Center.

A test of MATS' world-wide mobility concept took Air Force Reserve's 303rd Air Rescue Squadron from March AFB, Calif., to Puerto Rico, in June. The mission required the 303rd to set up a Rescue Control Center at Ramey AFB, P.R., and to conduct training exercises under operational conditions.

Four 303rd HU-16B amphibians and two C-119 supporting aircraft from the 452nd Troop Carrier Wing, participated. Leaving March AFB, they flew to Puerto Rico by way of Kelly AFB, Tex., Brookley AFB, Ala. and Homestead AFB, Fla. Two of the aircraft were forced to make emergency landings during the early part of the trip, but after engine repairs by Reserve ground crew personnel, were able to continue to Puerto Rico without further incident.

Upon arrival at Ramey AFB, a Rescue Control Center was established and the 303rd was declared ready and able to assist as a combat ready organization in any emergency that might have arisen.

Several training missions were flown around the island to familiarize the crews with landing strips and terrain of Puerto Rico. On June 19 the Coast Guard requested the assistance of the 303rd in a search for a missing Barbados fishing boat with three persons aboard. A 303rd HU-16B searched an area some 500 miles to the south for six hours with

negative results.

Lt. Col. Reg L. Anderson, squadron commander, presented a scroll for Governor Luis Munoz Marin of Puerto Rico, which cited "appreciation for the hospitality and cooperativeness extended to the members of the 303rd by the people and officials of Puerto Rico."

Computation of retirement points for Air Force Reservists may become a simple matter with the adoption of a "programmed instruction" course prepared by five Reserve officers.

The five-man team was brought to the Air Reserve Records Center in Denver, Colo., for a 30-day active duty tour as part of an Air Force study to find more effective and economical means to train personnel.

Headed by Lt. Col. Ray F. Wahl, 9544th Air Reserve Sq., Allentown, Pa., other team members are Lt. Col. Robert R. McEmber, 9592nd Air Reserve Sq., Lafayette, Ind.; Maj. Edward W. Solomon, 8651st Air Force Reserve Recovery Gp., San Francisco, Calif.; Capt. Harvey C. Hirschi, 9380th Air Reserve Sq., Salt Lake City, Utah, and Capt. William G. Woods, 9607th AFRRSq. of Walla Walla, Wash.

When approved, their course will be used to instruct Reservists and other personnel concerned with computation of retirement points.

A new AFROTC officer education program curriculum will be tried at 10 selected colleges and universities across the country during the 1963-64 academic year.

The curriculum (OE 300) is centered on the growth and development of aerospace power and the role of the professional Air Force officer in protecting the nation's security. Not only basic textual support, but also a wide sampling of current military literature will be used in support of educational objectives.

The 10 schools selected for the trial program are: Lowell Technological Institute (Mass.); New Jersey College of Education (N.J.); Florida State University; University of Illinois; University of Buffalo (N.Y.); Drake University (Iowa); College of St. Thomas (Minn.); Louisiana Polytechnic Institute; Colorado State University; Occidental College, Calif.

The OE 300 curriculum was developed in anticipation of the passage of legislation for the Officer Education Program. OE-400 will be given during the second year.

The courses will be conducted in a manner similar to that in high level college research courses.

Meanwhile, Air Commando training for AFROTC members is not authorized. Among the first to volunteer for Tactical Air Command's special air warfare program were juniors from Rutgers University.

... and mobility



Capt. Charles Kirtland (l), Edw. Sherburn, 303rd Air Rescue Squadron, flew gifts to Puerto Rican children.

BRIEFLY...

Continental Air Command's 1962 ground safety record showed an improvement in all categories. Last year was the second straight year in which military ground accident fatalities were recorded in the command. The 1962 private motor vehicle rate showed a downward trend of 87 percent as compared with the 1960-61 period. The USAF motor vehicle rate in the command was down 102 percent in comparison with the same period. Military injury rates dropped 52.77 percent and the civilian rate was down 3.58 percent while the per capita dropped 13 percent.

New York City's 9215th Air Reserve Sq. was recently commended for their "outstanding contribution to Air Force information program," by Gen. William F. McKee, Air Force vice chief of staff. The commendation, the seventh received by the squadron, was for the planning and conducting of a two-day seminar in November for over 100 active duty information officers.

A selection board will meet at Headquarters USAF on September 16 to select and recommend Reserve officers for promotion to the permanent grade of captain. All active duty officers, including warrants holding Reserve commissions, and ANG officers (EAD and non-EAD) will be considered. Those officers with a promotion service date of December 31, 1960 or earlier and a total years service date of December 31, 1957 or earlier, will be considered.

Protection of their job rights during annual training periods is not automatic, Reserve Forces personnel were recently advised by the Labor Department. The requirements are: Guardsmen and Reserves must meet leave of absence for training in order to qualify for job protection. Employers are obligated to grant such leave.

The law prohibits employers from requiring employees to take annual vacations at the time their annual training periods are scheduled. Employees returning from military training are entitled to reemployment with the same seniority, status, and vacation rights they would have if they had not been absent for training.

A screening board to determine Reserve officers to be considered for assignment to Reserve general slots, convened at the Air Reserve Records Center, August 19. The screening is a preliminary step to Reserve general officer selection. Except for those now assigned to a Reserve general's position, all non-EAD (extended active duty) Reserve colonels eligible will be considered.

A number of high ranking military officials, including Secretary of the Air Force Eugene M. Zuckert, are scheduled to address the 85th General Conference of the National Guard Association of the United States, to be held at Philadelphia, Pa., Sept. 30 through Oct. 3. More than 3,000 delegates are expected.

Six general officers, four of them members of the Air Reserve Forces were recently appointed to the Air Reserve Forces Policy Committee by Secretary Eugene M. Zuckert.

Those named to the 18-man committee which serves as the advisory group to the Secretary on Air Reserve policies, were: Maj. Gen. Thomas E. Moore and Maj. Gen. George B. Greene Jr., director of personnel planning and director of military personnel, respectively, on the staff of Hq., USAF DCS/Personnel; Brig. Gen. Nicholas E. Allen, deputy commander of the 2nd AF Reserve Region, Andrews AFB, Md., Brig. Gen. J. Clarence Davies Jr., M-Day as-

sistant to the commander, 26th Air Division, Hancock Field, N. Y.; Brig. Gen. Dale E. Shafer Jr., commander, 121st Tactical Fighter Wing, Ohio ANG; and Brig. Gen. Kenneth E. Keene, assistant adjutant general for air of the Indiana ANG.

A discarded metal "No Smoking" sign has helped make a Civil Air Patrol plane airworthy, thanks to the ingenuity of Reservists assigned to the 600th Air Base Sq., at Mitchel AFB, N. Y. A piece of the sign is now the underside of the WWII L-16s carburetor heat box. The small plane, which had been grounded since it was donated to a New York CAP unit in 1958 was completely rebuilt during summer encampment by Reservists of the 600th's aircraft maintenance section. The job cost the CAP a fraction of what it would have if it had been done commercially.

A policy change affecting all non-prior servicemen between the ages of 17 to 18½ was recently announced by the Department of Defense. These enlistees will now be obligated to serve six years instead of the previous eight. Now all personnel up to 26 years will have a six year obligation. Also, instead of the six-month initial period of active duty, the directive establishes a variable period ranging from a minimum of four months to a maximum which is determined by the job for which a man trains and the time required to train him.



Operational readiness as depicted above, earned MATS' "Outstanding Improvement" awards for the 33rd and 47th AFRes Aeromed Evac Sqs. of the 7th Aeromed Evac Gp. All took 2-week training together for first time.

IN PLANNING for the defense of America, the possibility of a nuclear attack, or involvement in a "police action" is an everyday consideration. Any such engagement includes the hazards of injury or diseases for the people who push the buttons, fly the planes, man the ships, shoot the guns, or supply the support of the many kinds needed to fight and win. As a result, medical forces of military services and their Reserve components have taken on added significance.

The continental United States is now in the frontline: any pre-attack time factor may be non-existent. Consequently, our war-winning capability now hinges more directly on the post attack posture of the military forces. Immediate responsiveness of military capability is essential. Manpower (well trained and strategically dispersed) and equipment (in-being and survival-sited) will be vital factors in striking back and winning. The Medical Service of the Air Force Reserve is dedicated to making a forceful contribution to this objective.

The basic mission of the Air Force Reserve Medical Service is to augment the Active Air Force wherever and whenever necessary in providing the medical support to maintain the highest degree of combat readiness and effectiveness.

Organizationally, the Air Force Reserve medical program is administered by the Command Surgeon, Hqs, Continental Air Command, and consists of units having separate missions.

As an instance, the province of the tactical hospitals of the Air Force Reserve includes surgery under field or combat conditions as well as a limited diagnostic and therapeutic application of general medicine for personnel of the combat-tactical units. These tactical hospitals are integral sections of the Reserve troop carrier wings. They involve more than 1,000 doctors, dentists, veterinarians, medical administrators, and medical technicians.

Medical personnel are also assigned to aeromedical evacuation units specially-trained to provide not only in-flight medical care but administrative

and operational ground support as well. These units are organized for worldwide deployment. They are also responsible for the operation of evacuation control centers and liaison with related medical activities.

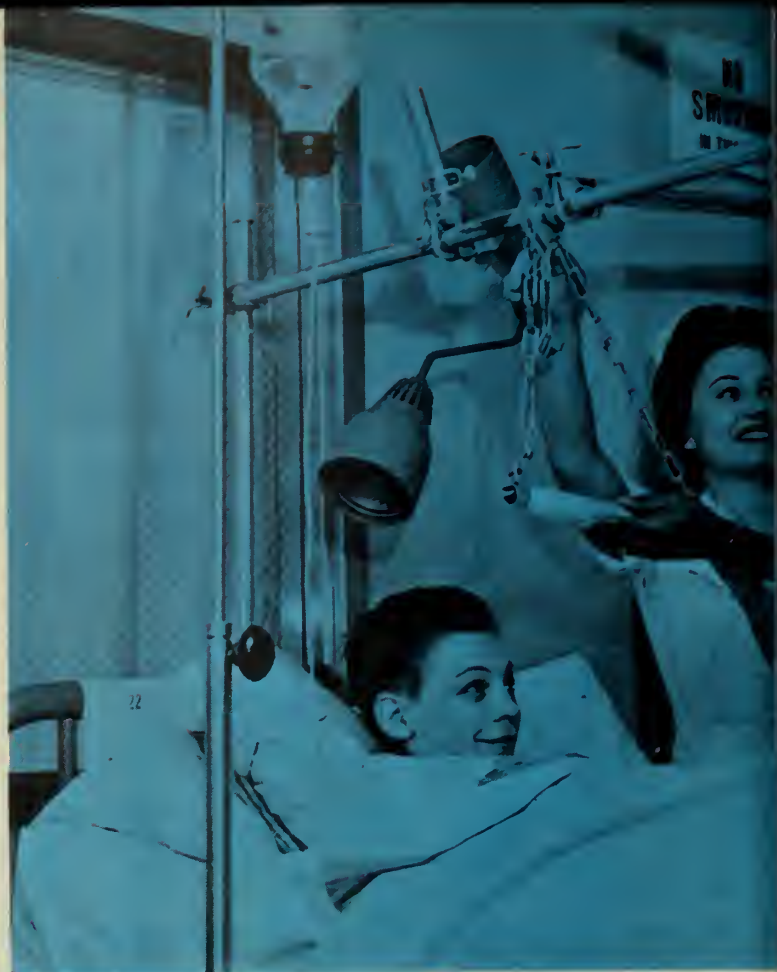
There are 14 Reserve Aeromedical Evacuation units in the United States with authorized personnel of more than 1,700—mostly nurses and airmen. Their training is a combination of in-flight experience and on-the-ground instruction. Flight and ground training have three phases, of which Phases I and II require a minimum of 100 hours flying time.

The largest number of Reserve medical personnel are found in training programs "on the ground." Over 7,000 spaces are authorized for medical personnel to train in hospital services and casualty staging functions. Training is conducted to improve technical skill and consists of class-

room instruction and on-the-job training. All hospital services are included in this training.

As in every other phase of the Force Reserve program, people are the most important ingredient. The Medical Service of the Air Force Reserve includes all the medical disciplines: doctors, nurses, dentists, veterinarians, medical specialists, administrators and technicians. Each performs an important function in the accomplishment of the overall mission of his unit, and each is a valuable member of the Air Force Reserve.

These are the Air Force Reserve physicians—flight surgeons, specialists, and general practitioners. Along with the other men and women of the Reserve Medical Service, they form a medical team of exceptional ability. Their reservoir of military and civilian experience is indispensable to the Reserve's medical effort, and



THE RESERVE

... an augmentation force whose mission



The skills and training of members of the Air Force Reserve Medical Program make it a valuable factor in Air Force's "total force" concept.

MEDICAL PROGRAM

...s with each advance in weapon technology.

many of them welcome the opportunity to enlarge their knowledge through special tours in aerospace medicine at the USAF Aerospace Medical Center, Brooks AFB, Tex.

A further prospect open to Reserve physicians, often unavailable to them in private practice, is the opportunity to teach. It is, in fact, a responsibility. Medical technicians must constantly increase their knowledge and skills and their source for this is the devoted physicians in their units.

The techniques of in-flight care, the processing and nursing of wounded evacuees and hospital patients are the special domain of the Air Force Reserve Nurse Corps.

Although the vital services of nurses are much the same as those of civilian life, the refinements of in-flight patient care in the aero-medical evacuation units is a departure from most civilian nursing. Nurses must not only learn

the special techniques of in-flight care, but also act as team leaders, supervising, teaching, and evaluating the proficiency of the medical technicians assigned with them. Nurses who qualify may attend the Flight Nurses Course at the USAF Aerospace Medical Center in Texas. There they are taught the theory and practical care of sick and injured in flight, and they earn the silver wings of a flight nurse.

Opportunities to acquire new techniques, improve specialized talents, and advance in the nursing profession — military and civilian — are abundantly present in the Nurse Corps of the Air Force Reserve. Reserve nurses continue to live their everyday civilian lives while simultaneously helping the Air Force build its reservoir of trained men and women whose professional proficiency is indispensable in the "cold war" and might well prove decisive in a hot one. They are

a select group, sharing a common uniform, common vocations, and a common goal.

Dietetics, occupational and physical therapy, are the concern of the Air Force Reserve's Medical Specialist Corps. The trained hospital dieticians must solve the multitude of therapeutic food problems confronting airmen patients throughout the world. Amputations, fractures, burns, arthritis, poliomyelitis, injuries of the spinal cord, and related conditions, are now dependent for rehabilitation on the skilled techniques of the professional therapists. The work of these highly trained professionals is closely aligned with that of surgeons and specialists in physical medicine.

The Air Force Dental Service employs all necessary measures of prevention and care, including research, development and analysis to provide a complete dental service.

Veterinary officers are highly essential members of the Air Force public health team. Their work is preventive in nature which represents savings in money, food, and lives.

They are engaged in food inspection, animal service, food service and environment sanitation.

Behind the medical staff stand the administrative and skilled general service personnel. Efficient management is essential in all Reserve units and Medical Service Corps officers provide this vital service.

Also essential to the mission of Reserve Medical Units are the Medical Technicians. These airmen contribute greatly to the direct and indirect care of patients through their assistance to the professional staff.

A critical evaluation of Air Force Reserve readiness came during the 1961 and 1962 recalls of selected units and their medical support elements. Their reaction and performance prompted Secretary of the Air Force, Eugene M. Zuckert, to write, to Congress: "They were ready. The splendid response of these men was in accord with the finest traditions of military service, and they are indeed a credit to their country."

Officer and enlisted vacancies in the following Air Force Reserve units have been consolidated and are listed by state. Positions offer up to 48 paid drills, a 15-day tour of active duty annually, retirement points, and possible promotion. Applicants should write directly to unit of choice, giving full name, address, grade and AFSC.

Help Wanted

LEGEND: To identify officer vacancies, O-2 stands for First Lieutenant; O-3 for Captain; O-4 for Major; O-5 for Lieutenant Colonel. Where opening exist in the same Air Force Specialty Code (AFSC) for more than one grade, the lowest and highest grades are indicated. Example: O-2/5 means there are openings for grades First Lieutenant through Lieutenant Colonel. Enlisted: The AFSC identifies both the job and the skill level. As an example the #5 in 42450 indicates openings for Staff Sergeants and Airmen First Class in the disaster control career field. Similarly #9 refers to Chief and Senior Master Sergeants, and #7 to Master and Technical Sergeants.

ALABAMA
908 TCGp., Bates Field (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 271X0, 702X0 and 75170.

CALIFORNIA
942 TCGp., March AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 571X0, 565X0 and 43151A.
943 TCGp., March AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 571X0, 291X0 and 43171A.

944 TCGp., March AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 643X0A, 571X0 and 241X0A.
349 TCWg., and 938 TCGp., Hamilton AFB, Calif., have vacancies in the following AFSCs: Officer-AFSC (1055Z), (1535) and (6424). Enlisted requirements include: AFSCs: 271X0, 571X0, 43151A, 291X0 and 582X0. A total of 100 slots are available. For further details, write: Hq, 349th TCWg., AFRes, Hamilton AFB, Calif.

940 TCGp., McClellan AFB, Calif., has urgent need for 100 new members, with many NCO ranks available. This expansion is due to the coming conversion to C-124 aircraft. Regular MATS support Reserve flights to the Far East are to be established. Openings exist in the following positions: Pilots, aircraft maintenance, loadmasters, flight engineers, personnel, radio, supply and others. Personnel may receive cross training. This unit is a flying organization, with 48 pay periods and a 15-day tour, in the group's own aircraft and facilities. For details write: 940th TCGp., Group Personnel Section, McClellan AFB, Calif. or call WA 2-1511, ext. 25246.

CONNECTICUT
905 TCGp., Bradley Field (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 43171A, 43151A and 62250.
FLORIDA
915 TCGp., Homestead AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 565X0, 571X0 and 622X0.

GEORGIA
918 TCGp., Dobbins AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055A and one in 1535. Enlisted: One opening in AFSC 27430, 324X0 and 42450.

ILLINOIS
928 TCGp., O'Hare AP (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 431X1A, 607X0 and 571X0.

932 TCGp., Scott AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 431X1A, 702X0 and 643X0A.

INDIANA
930 TCGp., Bakalar AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 431X1A, 571X0 and 702X0.

931 TCGp., Bakalar AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535.

Enlisted: one opening in AFSC 431X1A, 571X0 and 702X0.

LOUISIANA
917 TCGp., Barksdale AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 43570, 702X0 and 643X0A.

926 TCGp., New Orleans NAS (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 29352, 274X0 and 242X0.

MARYLAND
909 TCGp., Andrews AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 274X0, 431X1A and 643X0A.

9211 AFRRSq, Baltimore, Md., has approximately 45 vacancies in many career fields, for both officer and airmen. For details write: 9211th AFRRSq, (ATTN: Capt. Salganik), Martin-Marietta Co. AP, Baltimore 20, Md.
2nd AFRR, Andrews AFB (AFRes) Officer: (O-4) one opening in AFSC 6834.

The 2nd AFRR, also has one vacancy for an Air Force Academy Liaison, Part III, field grade officer for duty in the Washington, D.C., area. Non-pay position offers 15-day annual tour of active duty and retirement points. For details write: 2nd AFRR, Andrews AFB, Md., or call Information Office, 981-9811, ext. 6876.

MASSACHUSETTS
901 TCGp., L. G. Hanscom Field (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 43151A, 70250 and 57150.

MICHIGAN
403 TCWg., Selfridge AFB (AFRes) OFFICER 1535 O-2 9
AFSC Grade No. 1535 O-3 3
1055Z O-2 18 1916 O-5 1
1055Z O-3 10 7016 O-4 1
1055Z O-4 1 8016 O-4 1
1334 O-2 1 8816 O-5 1
1435Z O-2 3 9016 O-4 1

ENLISTED
AFSC No. 47151 4
20450 1 54350 1
20470 1 56530 1
23250 1 57130 4
24150A 1 57150 4
24170A 1 57170 2
24270 1 60251 2
27430 3 60331 2
29150 2 A60730 2
29150 1 A60750 6
A29352 6 A60750 1
30170 1 A60770 1
30454 1 62150 1
34250E 1 62250 1
36350 2 62470 1
42131 1 64771 1
43151A 6 64790 1
43151A 5 70450 2
A43151A 5 70470 1
43171A 1 70590 1
46131 1 75150 1
46171 1 75170 2
47150 1 90470B 1
47151 3 90850 1

927 TCGp., Selfridge AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 431X1A, 571X0 and 607X0.

MINNESOTA
934 TCGp., Minn.-St. Paul IAP (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 242X0, 274X0 and 704X0.

MISSOURI
935 TCGp., Richards-Gebaur AFB

(AFRes) Officer: (O-2/3) one opening in AFSC 1055C and one in 1535. Enlisted: One opening in AFSC 43570, 643X0 and 60750.

936 TCGp., Richards-Gebaur AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055C and one in 1535. Enlisted: One opening in AFSC 43570, 643X0A and 60750.

NEW HAMPSHIRE
902 TCGp., Grenier Field (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 43151A, 70250 and 27150.

NEW JERSEY
903 TCGp., McGuire AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 43171A, 43151A and 62250.

NEW YORK
904 TCGp., Stewart AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 43171A, 43151A and 62250.
914 TCGp., Niagara Falls MAP (AFRes)

OFFICER 4335 O-3 1
AFSC Grade No. 5525 O-3 1
1055Z O-2/3 10 6444A O-2 1
1435Z O-3 5 6476A O-2 1
1535 O-2/3 1 6724 O-2 1
1925 O-4 1 7024 O-2 1

ENLISTED
AFSC No. 56530 3
20470 1 56550 5
24270 1 56570 1
27130 2 57130 12
27150 2 57150 8
27170 1 57170 1
27430 3 58130 1
29131 1 58230 1
29150 8 58250 1
29350 1 60250 1
34250E 2 60270 1
34270E 1 60320A 2
36150 1 60331 2
36152 2 60350A 1
36350 2 60730 5
42133 1 62230 3
42173 1 62250 3
42250 1 64250 3
42450 2 64330A 2
43131A 25 64350A 7
43151A 7 64550 13
43171A 6 64570 2
43231 1 64630 2
43250 1 64650 6
43251 2 64670 3
46130 1 64730 3
46131 1 64750 11
46150 1 64771 1
47150 1 64790 1
47151 2 67152 1
47152 2 67190 1
47153 1 68170 1
53150 1 68370 1
53350 1 68570A 1
53430 1 70230 6
54350 1 70250 21
54550 1 70450 2
54570 1 73250B 1
55230 1 73271 1
55250 1 74151 1
55251 1 74170 1
56350 2 75170 1
56370 1 77130 2
56450Z 1 90230 1

OREGON
939 TCGp., Portland IAP (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 204X0, 241X0A and 291X0.

PENNSYLVANIA
911 TCGp., Greater Pittsburgh AP (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 274X0, 431X1A and 643X0A.

912 TCGp., NAS Willow Grove (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 431X1A, 271X0 and 57130.

913 TCGp., NAS Willow Grove (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 431X1A, 271X0 and 57130.

TENNESSEE
919 TCGp., Memphis MAP (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 43131A, 57130 and 64330A.

920 TCGp., Memphis MAP (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 43131A, 57130 and 64330A.

TEXAS
916 TCGp., Carswell AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 57150, 62250 and 70250.

921 TCGp., Kelly AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 291X0, 571X0 and 643X0.

922 TCGp., Kelly AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in 6032 471X0 and 461X0.

923 TCGp., Carswell AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 291X0, 431X1A and 901X0.

924 TCGp., Ellington AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 29352, 274X0 and 242X0.

925 TCGp., Ellington AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 29352, 274X0 and 242X0.

UTAH

945 TCGp., Hill AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 431X1 571X0 and 565X0.

WASHINGTON
941 TCGp., Paine AFB (AFRes) Officer: (O-2/3) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 271X0, 643X0A and 902X0.

WISCONSIN
933 TCGp., Gen. Mitchell Fld (AFRes) Officer: (O-2/5) one opening in AFSC 1055Z and one in 1535. Enlisted: One opening in AFSC 242X0, 274X0 and 704X0.

RECOVERY GROUPS—AFRes
A substantial number of active duty non-commissioned officers in personnel and administrative fields will be needed as a result of recent revision in airman advisor requirements. Air Force Reserve Recovery Group Continental Air Command has announced.

The advisor program has been standardized and each group is now authorized one TSgt, AFSC 646 MSgt, 73270, SSgt, 70250. In addition, groups which support more than three recovery squadrons will have another 73270 TSgt. The standardization brings a definite need for additional airmen in AFSCs 73270 and 70250, E-5 through E-7.

Airmen applying should do so under provisions of AFM 35-11, Chapter 18, Part Two. Applicants will be assigned to areas other than the for which they volunteer.

OUTSTANDING AIRMEN



Sergeant McCarthy



Sergeant Bracken

SMSgt. Lawrence P. McCarthy of the 115th Fighter Gp., Madison, Wisconsin ANG, and SSgt. Kenneth N. Bracken of the 9204th Air Force Reserve Recovery Sq., Johnstown, Pa., have been named "Outstanding Airmen" of the Air Reserve Forces. The two airmen competed with thousands of other Air Guardsmen and Reservists for the coveted award. Criteria for selection is based, among other things, on contributions to both the military service and to the community in which the airmen reside. Sergeant McCarthy, the Air National Guard's choice, is first sergeant of the 115th's Materiel Squadron, a part of the 128th Air Defense Wg., based at Truax Field. During his ANG service he has consistently displayed outstanding skill. In addition to regular drills, the sergeant spends an average of 10 hours a month of his personal time on administrative details for his squadron. He was recently commended by the 128th Air Defense Wing's inspector general for his supervision of squadron training requirements. Sergeant McCarthy is so active in local community affairs, including explorer scout and church work.

SSgt. Kenneth N. Bracken, Air Force Reserve's Outstanding Airman, serves as information specialist for the 9204th AFRRSq at Johnstown. A former staff photographer for the Cleveland Ohio Press, and sports editor and photographer for the Shamokin (Pa.) Citizen, he remains active in the field of journalism through his

Reserve assignment and free-lance photographic efforts.

His Reserve accomplishments include production of a newspaper and a series of 16mm. motion pictures depicting the mission and activities of his unit.

1st Lt. Robert DeLapp of Cambridge, Mass., probably holds this year's Reserve record for having traveled the longest distance, over 3,000 miles, to attend the annual two-week active duty tour of the 9116th AFRRSq. at Grenier Field, N. H. DeLapp and his wife were vacationing in England when "duty called" and he hopped back across the Atlantic to his weather officer position with the 9116th.

Maj. Gen. Albert T. Wilson, Jr., former deputy commandant, Industrial College of the Armed Forces in Washington, has assumed the post of vice commander of the Continental Air Command. He succeeds Maj. Gen. Harold R. Maddux who retired last June. His postwar service includes tours of duty with Headquarters USAF in Washington and USAFE headquarters in Germany. He also served with MATS in Germany and the U.S. General Wilson was senior member of the United Nations Military Armistice Commission at Yongsan, Korea in 1958.

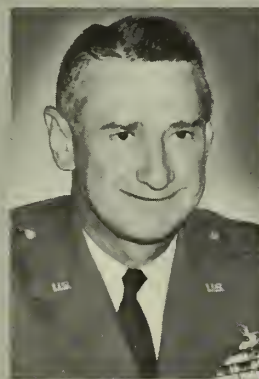
Brig. Gen. James H. Isbell, formerly chief of staff for the Continental Air Command, became commander of the Second Air Force Reserve Region, Andrews AFB, Md. on August 1, filling the position created by the retirement of Brig. Gen. Felix L. Vidal. Brig. Gen. Benjamin G. Willis, who was originally slated for that command, retired August 31. General Isbell was promoted to his present rank on August 7. He had served as CONAC chief of staff since July 1962.

Col. Howard F. Nichols, Continental Air Command's deputy chief of staff for plans, became its chief of staff on August 1, succeeding Brig. Gen. James H. Isbell. He came to CONAC after a tour as deputy director of the Near East-South Asia-Africa Region, Office, Assistant Secretary of Defense, Internal Security Affairs, in Washington.

CHANGES IN COMMAND



General WILSON



General ISBELL



Colonel NICHOLS

Plotting boards as well as their HU-16 "Albatross" aircraft were used by members of Air Guard's four new Air Commando Groups to accomplish unconventional warfare missions.

SWIFT STRIKE III



SWIFT STRIKE III, the Air Force and Army joint exercise which provides realistic peacetime training for the combat-ready Regular and Reserve Forces of the United States, officially began at 4:50 on the morning of July 21st.

The maneuver was the largest U.S. Strike Command joint training exercise to date, and supporting ground and air movements took place at more than two dozen U.S. air bases. The actual ground maneuver area (some 5,800,000 acres of land) was located in North and South Carolina, with support air bases in Georgia and Tennessee.

Approximately 100,000 men of the U.S. Strike Command, Air National Guard and Air Force Reserve participated in the maneuver.

Swift Strike III provided a complete test of the joint air-ground task force concept represented by the U.S. Strike Command. STRICOM was organized in October 1961, and maintains operational control of all combat-ready Tactical Air Command and Continental Army Command forces in the United States. Commanded by Army Gen. Paul D.

Adams, this mobile, flexible and highly trained force operates directly under the Joint Chiefs of Staff, and may be used for rapid deployment to any part of the world for operations ranging from a show of force to limited and even all-out war. STRICOM forces also are trained and equipped to reinforce U.S. overseas commanders if required.

Almost 10,000 vehicles and 2,000 airlift missions were used to transport troops from 28 states to the maneuver area. The Military Air Transport Service, with a firm assist from its Reserve Forces, accounted for the largest of these airlifts, hauling 8,000 men and 8,000 tons of equipment from Colorado to bases in the Swift Strike area. In all, MATS and its Reserve Forces units accounted for transporting about 20,000 men and 12,000 tons of equipment during the exercise.

An important secondary purpose of Swift Strike III was its use as a testing ground for new concepts, procedures and equipment being used by the Air Force and the Army. Some of the testing involved Air Force's Direct Air Support Center

(DASC), the Tactical Air Control Center (TACC), improved aerial delivery systems, Combat Control Team communications equipment and flexibility and capability for reconnaissance operations.

One such test conducted at the Swift Strike III exercise was an improved technique of battlefield fuel resupply. If adopted, it could revolutionize both conventional and unconventional warfare operations. The demonstration was carried out by Air National Guardsmen and STRICOM forces under the direction of Brig. Gen. Donald J. Smith, Chief of Staff for Air, Illinois Air National Guard. The demonstration was the first public showing of a KC-97 aerial tanker being used for refueling and resupply of ground forces.

The new technique permits the huge aerial tanker to land at a remote airstrip, refuel aircraft, leave supplies for either ground or aviation units and leave within 15 minutes. The tanker can either refuel the aircraft themselves or transfer its fuel supply into fuel bladders, either positioned or carried aboard the tanker aircraft, from which it

smaller aircraft can be refueled.

To transfer the fuel, the tanker crew merely places an attachment to the tanker's refueling boom. The attachment can be designed to feed fuel a number of hoses. In one previous demonstration, for instance two hoses were hooked to the boom, and crewmen refueled two aircraft at the same time. The aircraft also has the capability of refueling jet fighters with a single-point refueling system.

As much as 12,000 gallons of fuel can be transported, and can be transferred at a rate of 900 gallons a minute, according to General Smith.

In addition to the fuel, the KC-97 can carry other cargo and when employed can be used for air evacuation.

Another first was the use of the Air National Guard's four, newly redesignated Air Commando Groups, formerly troop carrier groups. The four units are the 129th, Hayward, Calif.; 130th, Charleston, W. Va.; 135th, Baltimore, Md., and the 133rd, Providence, R. I. The first Air Reserve Forces' units to be so designated, the Air National Guard's commando groups fly the HU-16 "Albatross," and are trained under the guidance of the Special Air Warfare Center at Eglin AFB, Fla. Air commando training includes conventional weapons delivery, night and day airdrops, sod-field operations, and skip-bombing.

As an instance of Air Guard activity during Swift Strike III, nine crews of the 135th Air Commando Group, Baltimore, Md., flew a variety of "cold war" missions and also were the subject of an Operational Readiness Inspection by a ten-man team from Tactical Air Command headquarters and three representa-

tives from the Special Air Warfare Center. Upon completion of the inspection the TAC report contained special commendations for aircrew training, proficiency, and for records maintenance. Four of the crews inspected were given a capability rating of 99 percent.

Augmenting Red and Blue forces were Air Forces Reservists from 16 troop carrier groups of the Continental Air Command. Thirteen of the groups flew the C-119s and the other three used the C-123 type aircraft. The participating troop carrier groups were: 901st, L. G. Hanscom Field, Mass.; 902nd, Grenier Field, N. H.; 906th and 907th, Clinton County AFB, Ohio; 930th and 931st, Baka-lar AFB, Ind.; 932nd, Scott AFB, Ill.; 915th, Homestead AFB, Fla.; 908th, Bates Field, Ala.; 933rd, General Mitchell Field, Wisc.; 934th, Minneapolis-St. Paul International Airport, Minn.; 912th and 913th, USNAS Willow Grove, Pa., and the 914th, Niagara Falls Municipal Airport, N. Y. The three C-123 groups were: 918th, Dobbins AFB, Ga., and the 919th and 920th at Memphis Municipal Airport, Tenn.

Reservists from these units flew more than 1,300 sorties, airdropping 6,000 paratroops, landing 5,000 infantrymen, and transporting some 3,000 tons of cargo.

Air Guard C-97 and C-121 transports worked with the CALSU (Combat Airlift Support Unit) at Sewart AFB, Tenn. The units were: 197th Air Transport Sq., Ariz.; 146th ATWg., Calif.; 142nd ATSq., Del.; 183rd Aeromedical Transport Sq., Miss.; 180th ATSq., Mo.; 133rd ATSq., N. H.; 139th ATSq., N. Y.; 137th ATWg., Okla., and the 105th and 155th ATSq., Tenn.

Aircraft control and radar surveillance was provided for both the Blue Home and Red Aggressor forces by Air Guardsmen. The 157th Tactical Control Gp., with headquarters in Missouri and units in Georgia, Tennessee, Iowa, Alabama and Wisconsin, supported the Red Aggressor forces while the 152nd TAC Control Gp., with headquarters in New York and units in Massachusetts, Pennsylvania, Rhode Island, Connecticut, and Ohio supported Blue Home forces.

A major contribution to the exercise was made by Air Guard's tactical fighter and tactical reconnaissance aircraft. Tactical Fighter Groups participating were: 107th, N. Y.; 184th, Kans.; 102nd and 104th, Mass. The Tactical Reconnaissance Groups were: 186th, Miss.; 127th, Mich.; 190th, Kans.; 117th, Ala.; 191st, Mich., and the 123rd, Ky.

Air Guard tactical fighter forces used the F-86 and F-100 aircraft while the tactical reconnaissance units used RF-84F and RB-57 aircraft.

Air Force Reserve Recovery units proved their versatility during Swift Strike III. The Recovery Reservists performed the functions of combat support units while their personnel received on-the-job training in skills they need for their recovery mission.

Three of the Recovery squadrons, the 9313th, Laurensburg, N. C., the 9314th, Spartanburg, S. C., and the 9315th from Anderson, S. C., served in direct support of STRICOM's director-controller base at Spartanburg.

Two other Recovery squadrons, the 9305th from Winston-Salem, N. C. and the 9306th from High Point, N. C., augmented the Swift Strike forces at a deployment site located at Bush Field, Augusta, Ga.



Air Guardsmen of the 157th Tactical Control Gp., ANG, St. Louis, Mo., hold communications meeting under field conditions at Red Force's Bush Field, Augusta, Ga.



Air Force Reserve troop carrier wing C-119s (above) and C-123s furnished drop support of equipment and men of the Army's 82nd and 101st Airborne Divisions.



(L) Hawaiian CAP Cadets tour D.C. before visiting eight foreign countries under Cadet Exchange program (R) Banquet for Cadets, sponsored by Pan American Airways



in D.C., was attended by: (l-r) Col. Paul Turner, Senator Vance Hartke, Congressman William St. Onge, Mr. Norman Blake and CAP Commander, Col. Paul C. Ashworth

CIVIL AIR PATROL NEWS

THREE months ago the first of some 8,000 Civil Air Patrol cadets packed up uniforms, sports clothes, tennis rackets, swim suits, etc. and headed for the highlight of their summer vacation period — the annual CAP wing summer encampment.

Fifty-two CAP wings, from all 50 states, Puerto Rico and the District of Columbia were hosted at some 35 Air Force bases. There the cadets, both boys and girls, got an inkling of the life an airman lives. They followed the rigorous training schedule of regular Air Force airmen, aping the airman from reveille to retreat, using his training facilities, following in his drilling footsteps, attending orientation courses and relaxing with the abundant recreation facilities inherent to every Air Force base.

A formal and tightly run schedule of training, aerospace education and indoctrination is the basis of the CAP summer encampment. Far from being a vacation in the true sense of the word, it is nevertheless a prized and cherished highlight in the CAP cadet's life. The encampment is an intense training period, with hard work either on the drill field or in the classrooms daily. Even that can be, and is, thrilling as well as educational and instructive to the cadets.

Attending a CAP summer encampment is a privilege—not a right—and the Air Force opens its bases and their complex training facilities to these youngsters for the serious business of giving these air-minded youth an in-

side look at the role and importance of the aerospace Air Force.

Within the wings, squadrons and flights of CAP, the opportunity to attend one of these summer encampments is a highly sought after and prized opportunity. To be selected, each cadet must meet rigid training requirements and have attained specific educational stature.

The summer encampment training program, no less thorough and meticulous, is designed to give the cadets the maximum in aerospace education and indoctrination. The program is designed by Air Force officers, cooperating with CAP, and once at an Air Force installation the cadet is required to adhere to all rules and regulations governing the encampment.

Each cadet meets all personal expenses incurred during the encampment. Food and clothing is paid for by the cadet before his arrival. The cadets do not enjoy purchase privileges of the base commissary and are limited in the articles which they may purchase in the base exchange. They still contest hotly for the privilege to attend the summer encampment.

The cadet's average day during encampment begins at reveille, usually about 5:30 a.m. They embark upon a whirlwind schedule, minutely timed and crammed with activity.

All is not work, train and drill, for the duty day always ends and then the cadets turn to recreation and entertainment. Evening activities are under the supervision of the tactical

officers, senior officers of CAP. Parties, jukebox dances, softball, basketball, tennis and swimming are recreational outlets to which the cadets turn for their evening relaxation. Promptly at 10:30 or 11 p.m. the "lights out" call is sounded and the cadets are ushered back to barracks.

Behind all this are months of intense planning and programming, involving the active Air Force, the Air Force Reserve, the Air National Guard and Hq CAP-USAF. The cadets are not unmindful of this and to each element they extend heartfelt thanks for the toil and effort of the personnel who make the summer encampment a reality each year.

The cadet whose home is remote from the training site and whose hope of attending, once he has achieved the goal of having been chosen by a wing to participate, is probably more aware of the supporting role which Air Force Reservists play in making the encampment possible for him.

As he arrives at the designated pick-up location, usually an Air Force or Air Force Reserve or Air National Guard base in the vicinity of his home, he often gets his first realization of the close-knit ties which exist between the Air Force Reserve and CAP.

This year that realization came to nearly 1,700 cadets lifted to the summer encampment by units of the Air Force Reserve. Ten of Air Force Reserve's 15 troop carrier wings supported the summer encampment.

"The sky and its relation to Earth have always been the central interest of the Air Force. We have a manifold responsibility involving operations at any altitude where our security may be threatened.

Hon. Eugene M. Zuckert / *Secretary of the Air Force*

Air Force Point Of View

SPACE SUPREMACY. "Our first and continuing objective is to develop peaceful uses of outer space," said Vice President Lyndon B. Johnson recently at a meeting in Dallas, Tex. "But," he added, "we are not unmindful of the threats to peace on Earth which would result from the exclusive mastery of space by any power seeking to perpetuate earthly aggressions.

"When we send our probes on missions into space, near and far, we are not engaged in idle adventures. As some say, 'What man can conceive, man can do.' As the best example, it is conceivable that an unfriendly power might use space for arms storage, or for the stationing of an offensive weapon, or for other hostile purposes. If we are to be responsible and prudent, we must anticipate today what the Soviets or others might have or might develop to threaten our freedom. We must not wishfully and unrealistically assume that no nation will extend its objectives of world domination by means of space weapons. . . .

"We go into space as pioneers came into this West, for one purpose only: to find for ourselves and our families a better life on Earth and to assure the ultimate success of the cause of freedom we uphold. If we do not succeed in these efforts—as one great American put it—we will not be first on the Moon; we will not be first in space; and one day soon we will not be first on Earth."

☆ ☆ ☆

AIR FORCE BUDGET. Secretary of the Air Force Eugene M. Zuckert listed some of the many contributions to national defense made by the Air Force at a recent meeting of the American Ordnance Association in Washington, D. C. He said that:

"With about 39 percent of the Department of Defense budget, the Air Force not only provides our nation with the Strategic Air Command and its more than 80 percent of the Free World's strategic nuclear delivery capability, but it also provides some 70 percent of the personnel for the North American Air Defense Com-

mand, and the greatest portion of the facilities for defending our skies against attackers.

"In addition, the Air Force provides:

- The greatest portion by far of the nation's global military airlift and assault airlifts;
- Air support for the Army;
- The primary air arms for our Armed Forces in Europe, the Pacific, the Far East and Alaska;
- The major operational and research, development and engineering programs in the Department of Defense space effort;
- The major Department of Defense support of the National Space Program;
- Plus many other functions that contribute to our national strength."

The Secretary listed other contributions of Air Force components, and added: "At the heart of this great national defense effort, of course, are the people who perform these military tasks. These Americans deserve more than we are giving them. This, fortunately, is being recognized; I fervently hope that the military pay increase now moving through Congress will emerge in a form adequate to reduce our serious losses of valuable men who see greener pastures outside the Service."

☆ ☆ ☆

LOW AND SLOW AIRCRAFT TACTICS called ineffective. An Army Corps of Engineers expert in photo interpretation was quoted by a Washington, D. C. newspaper recently as telling the annual convention of the American Society of Photogrammetry and the American Congress on Surveying and Mapping that one of the roles of the photo interpreter is to help reduce the high number of enemy hits on aircraft by warning pilots of areas where they may face enemy fire.

He said that guerrillas, especially when armed with automatic weapons, soon develop effective countermeasures against the slow-flying aircraft employed in anti-guerrilla warfare. He cited as typical a mission in which eight percent of helicopters employed were downed and nearly 50 percent were hit by enemy fire.

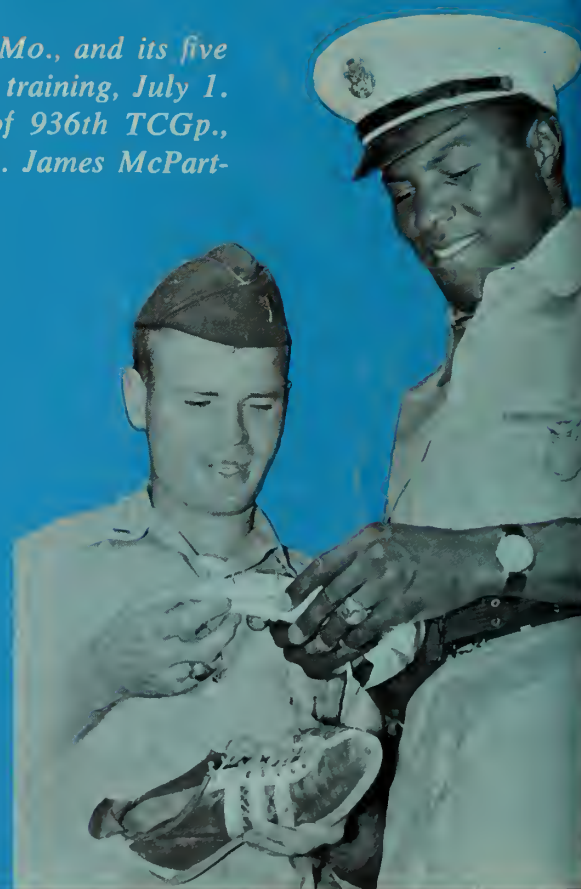
The Commandant of the Marine Corps, Gen. David M. Shoup, commented on the same subject in testimony before the House Armed Services Committee. He said that "one of the most important features of an attack-type aircraft used for suppressing fire in the areas in which you intend to land helicopter troops is relative speed, for their own protection. And a helicopter just does not have it, it cannot get it—the relative speed."

Experience both in Viet-Nam and in Korea has proved what can happen to "low and slow" aircraft in combat. The Air Force Deputy Chief of Staff for Programs and Requirements, Gen. Gabriel Disosway, was asked several questions about this by the press on his return from an inspection trip to South Viet-Nam. The general spoke from experience in World War II, Korea and test exercises of tactical air forces during the past 10 years. He told of the advantages of an aircraft that can fly both fast and slowly—that can hover and loiter if there is no enemy ground fire, but can rush in and out with its strafing and bomb load if opposed by air defenses.



RESERVE CAMERA

(1) The AFRes 442nd TCWg., Richards-Gebaur AFB, Mo., and its five C-124 groups were transferred from TAC to MATS for training, July 1. MATS Commander, Gen. Joe Kelly, greets crewman of 936th TCGp., at a ceremony hosted by 442nd Commander, Brig. Gen. James McPartlin. CONAC will continue to supply logistic support for the units. (2) Top recruiters from ANG's 140th TFWg., Denver, Colo., got \$50 each from nonappropriated funds and also spent three days at a luxury hotel in Puerto Rico as a reward for "Try One" campaign efforts. (l-r) SSgts. W. Collier, A. Sanchez, P. Smith, and A1C T. Urioste. (3) During a recent visit to the Air Reserve Records Center, Denver, Colo., Mr. Benjamin Fridge, USAF Special Assistant for Manpower, Personnel and Reserve Forces, learns operation of high-speed electronic printer from Mr. L. Thorsheim, as Center Commander, Col. Carroll Geddes (r) and Col. L. Reed, look on. At left is Mr. R. Lehrer, console operator. (4) Olympic track and field stars Rafer Johnson (r) and Max Truex reminisced recently at Oxnard AFB, Calif., where A2C Johnson took summer training with the 9614th AFRes Recovery Sq., and 1st Lt. Truex is on active duty with the Air Defense Command.



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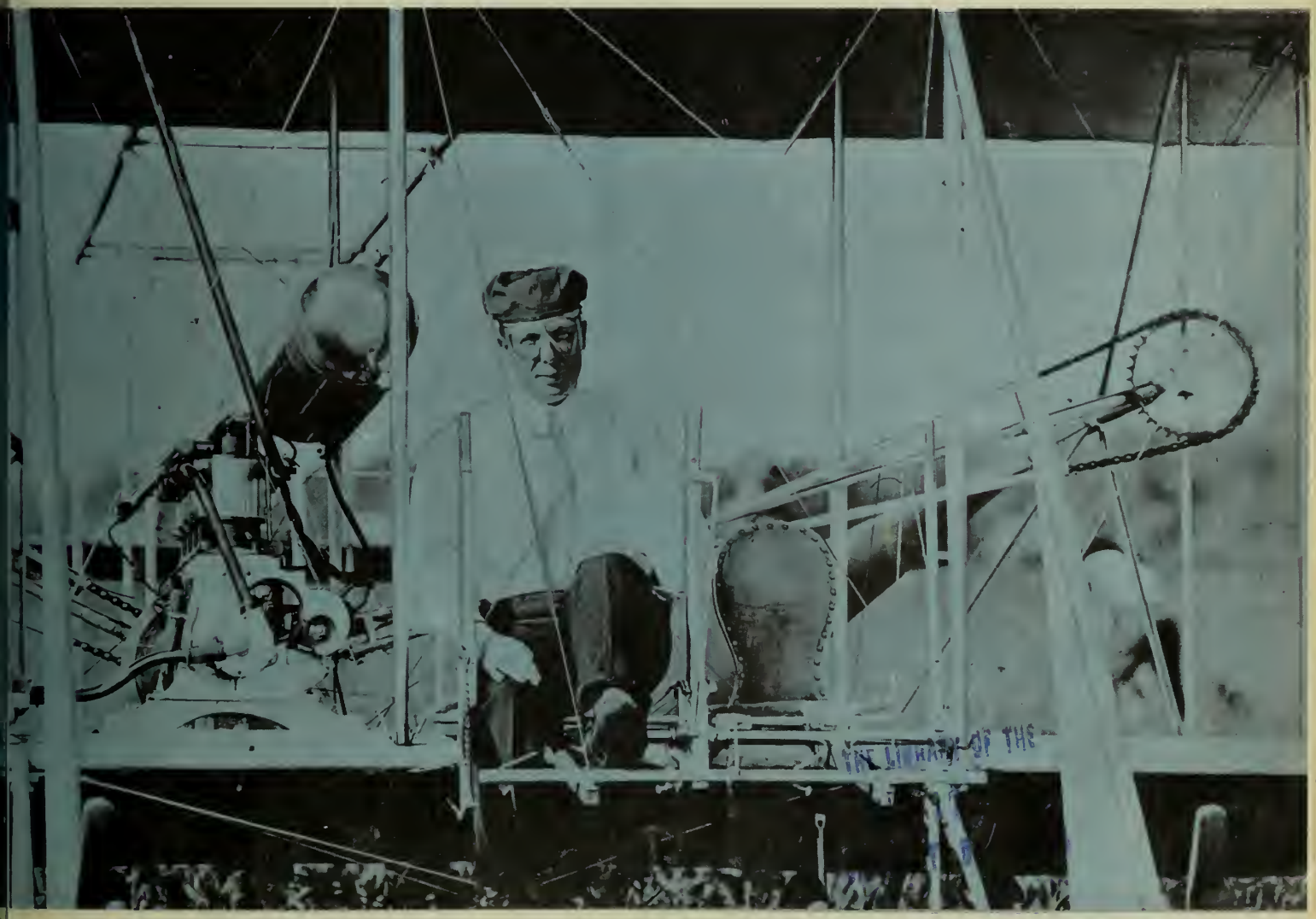
1963

Golden
anniversary of the
silver wings
...in retrospect.

Reserve outlook:
the next five years

the air reservist

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES



AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

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Chief of Staff, United States Air Force

Maj. Gen. Curtis R. Low

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Use of funds for printing this publication has been approved by Hq USAF.



COVER: Oct. 6, is the golden anniversary of the Air Force's "Silver Wings." The first Military Aviator badges were awarded on that date in 1913, to Capt. Charles Chandler—shown at controls of an early training plane—and to 2nd Lt. Thomas Milling. This issue is dedicated to those early airmen and also to the future role of today's Air Reserve Forces.

Reserve Outlook

*Recent achievements of
the Reserve Forces
has resulted in
"First Team" acceptance,
and—ironically,
problems...*

THE AIR FORCE ASSOCIATION'S 17th national convention and Aerospace Panorama drew a large delegation of Reservists to the Nation's capital September 11-13. From a Reservist's viewpoint, the highlight of the convention was the Reserve Forces Seminar which featured discussions of Air Reserve Forces programs by commanders of Air Force's major air commands. The theme of the seminar was the "Next Five Years." The speakers were Gen. Walter C. Sweeney, Jr., commander, Tactical Air Command; Gen. Joe W. Kelly, commander, Military Air Transport Service; Lt. Gen. Herbert B. Thatcher, commander, Air Defense Command; Lt. Gen. Edward J. Timberlake, commander, Continental Air Command, and Maj. Gen. Kenneth P. Bergquist, commander, Air Force Communications Service.

A panel consisting of Mr. John A. Lang, Jr., deputy for Reserve and ROTC Affairs, Maj. Gen. Curtis R. Low, asst. chief of staff for Reserve Forces, and Brig. Gen. I. G. Brown, asst. chief of the National Guard Bureau for Air National Guard, assisted the speakers in answering questions from the floor following each speech.

Key points expressed by the speakers who represented the "gaining" commands for Reservists included need and utility of the Air Reserve Forces, their problem areas and plans for the future.

A breakdown of these key points from the viewpoints of the "gaining" commands follows:

Need for Reserve Forces

TAC: "As important as the Berlin and Cuban Reserve call-ups were in terms of national security and world peace in those specific instances, they had deeper meaning when viewed in context with the long-range Reserve operations. In short, we must have Reserve forces which are ready now, for immediate use to meet a wide range of contingencies.

"To emphasize this point, let me say that in TAC we regard our assigned Air National Guard and Air Force Reserve units as an integral part of the regular force. If there is any thought of them as a 'second team,' it means that someone has missed the point."

MATS: "Working on a D-Day every day basis, we stand ready for contingencies anywhere, anytime."

"Now, it is obvious that since it dictates of budget and national economy limit the magnitude of the active military force, such a force must be backed up by a highly competent Reserve."

ADC: "... the Air Defense Command has only one team. Active duty units, Air Guardsmen and individual Reservists jointly form one first-strike aerospace defense force—a significant and potent part of this nation's deterrent and counterforce capability."

"We expect and need the Reserve Forces to continue to play a major role in the Air Defense Command. AFCS: "I feel that this is an unequaled opportunity to state, unequivocally, to this important group, that we in the Air Force Communications Service NEED the augmentation for of our Air National Guard and Air Force Reserve components."

Utilization of Reserve Forces

MATS: "In simplest language, the mission of Reserve Forces, assigned to the Military Air Transport Service is to provide added global airlift capability needed by the Department of Defense to plan its strategy with maximum flexibility. We have made use of that flexibility during the past year. We used volunteer Air Guard transport crews during the Cuban crisis on MATS-directed missions to Europe and South America, and every week during the year on special assignment and goodwill missions around the globe."

TAC: "We also are quite pleased with the steady progress we have

le in drawing TAC's regular and
erve Forces closer together in
ision requirements, combat readi-
s, mobility and overall profession-
m. In TAC, this is serious busi-
n, when you realize that when our
igned Reserve Forces are mobilized
C's total resources more than
ble. We must depend more and
e upon Reserve Forces to share
day-to-day obligations."

CS: "I feel that our Air National
ard and Air Force Reserve units
e a mission that does not dupli-
s, but, instead, complements the
ctions we are charged with per-
ning as a major air command. We
d these Reserve Forces."

C: "In ADC, we propose to main-
this capability by using our Re-
e Forces in three major areas:
Our individual Reserve augmen-
on program of mobilization as-
ees; (2) the Air National Guard
s; and (3) the Air Force Reserve
covery units in the wartime dis-
sal, aircraft recovery and recon-
tion program, where we have a
ning responsibility. These three
bined give us maximum wartime
ability with a minimum of active
y personnel."

The Problem Areas

C: "We are genuinely concerned
r the capability of our Reservists
be notified and to appear on the
ne within the time that may be
ilable."

CS: "... Air National Guard and
Force Reserve organizations pos-
s unusual professional abilities.
y possess splendid educational
ifications. And, they have high
rale. ... However, in spite of the
ilities our Reserve Forces person-
possess we find that in the overall
erve program there are shortcom-
s in two main areas: (1) inflexible
anization, and (2) the lack of
to-date equipment to attain the
n degree of M-Day readiness we
is necessary."

ATS: "... MATS' Reserve Forces
sently have an overall manning
ition of 66 percent, but we do not
nk this is anywhere near good
ugh. We must achieve a rate much
re in line with the active Air
ee standard."

C: "Basically, our objective is to
stically support the Reserve Forces
the same manner, degree and in-
sity that we support the regular
ces. But present funding and ma-
al programming is not adequate
keep pace with needs. We cannot
vide enough first-line aircraft and

Air National Guard



Air Force Reserve



Outstanding Units

(Top) As commander of ANG's
outstanding unit, the 135th
Air Commando Gp., Baltimore,
Md., Lt. Col. Richard Lynch
accepts trophy from Brig. Gen.
Robert Campbell during AFA
convention in Wash., D.C.
(Bottom) Air Force Reserve's
outstanding unit award went
to Brig. Gen. Joseph Lingle,
commander, 440th TCWg.,
Milwaukee, Wisc. Maj. Gen.
Jess Larson (r) chairman of
AFA's Air Reserve Council
made the presentation.

support equipment. There is not
enough money for additional drill
pay periods for individual training."

CONAC: "It was almost a year ago,
in Las Vegas, that I first discussed
before a Reserve Forces Seminar the
major problems of the Air Reserve
Forces as I saw them. My emphasis
then, as it has been many times since,
was on the urgent need for more
realistic programming and better all-
around manning."

The Next Five Years

ADC: "My staff will continue to place
emphasis on the concepts . . . namely,
that ADC believes firmly in a 'One
Team' approach; that our Reserves
must maintain a 'Ready Now' posture;
and that our augmentation space, our
UMD, reflect a true 'Need to Have'
requirement."

"To these ends, we will continually
study our mission in terms of the
responsibilities of the regular forces,
the individual Reservists, the Air
National Guard units, and the Re-
serve Recovery units."

AFCS: "... we in AFCS are seek-
ing an expanded concept; we have
proposed that the estimated 14,000
communications operations and main-
tenance personnel integral to flying
units and Reserve Recovery squad-
rons be shelled out and added to the
present AFCS assets; that the re-
sultant forces be reorganized into
functional units—some as small as
flights—and that these be manned
and be given modern equipment, so
that AFCS can employ these units
selectively when and wherever
needed."

TAC: "In the next few years, our
Air National Guard forces will be
completely equipped with Century
series tactical fighters and reconnais-
sance aircraft. Our Air Force Reserve
troop carrier units are even now in
the process of converting from the
overage C-119 to the C-124 which
will greatly enhance their combat
readiness capabilities."

"... support equipment will be up-
graded and modernized to give the
Reserves an across-the-board effec-
tiveness comparable with TAC's regu-
lar forces. This applies equally to the
field of unconventional warfare which
is a relatively new responsibility for
the Air National Guard."

"One new approach to more realis-
tic training is a plan that envisions
the use of individual Reservists in
support functions in U. S. Strike Com-
mand exercises. This proposal con-
templates that eventually 50 percent

see OUTLOOK page 4



(Top) Maj. Horace Brandenberger gets TCWg. competition's best crew award from CONAC Commander Lt. Gen. Edward J. Timberlake. (Bottom) AFA convention's Reserve Forces Seminar gave attendees concepts and opinions of commanders of USAF major air commands.



continued from page 3

of the personnel assigned to the support area in future joint exercises will be Reservists.

"If we expect to meet cockpit requirements programmed for the 1970 time period, action must be taken now to initiate a pilot training program of sufficient magnitude to insure an adequate supply of qualified aircrew personnel.

"In substance, we have one single goal: enhance the professional quality of our Reserve forces to meet our rapidly increasing obligations."

MATS: "... what is the picture for MATS' Reserve Forces in the next five years?

"Seven of our nine ANG aeromedical transport squadrons will be completely equipped with a total of 55 of the reliable four-engine Lockheed C-121 Constellations.

"Sixteen of our Air National Guard heavy transport squadrons and two of our ANG aeromedical transport squadrons have received C-97's.

"With the input of additional Lockheed C-130E Hercules and the new Lockheed C-141 Starlifter, which just rolled out of the factory last month, Douglas C-124 Globemasters will be assigned to the Reserve Forces.

"Our Reserve Forces will be raised from the present 44,000 to around 58,000 as additional medium troop carrier units are transferred to MATS.

"The total of Reserve Forces aircraft assigned to MATS will be in the order of 500 four-engine aircraft, the majority of which will have outsize cargo capability.

"MATS Air Force Reserve units will continue to receive an even larger number of training missions than ever before."

CONAC: "... the new responsibilities of the Air Force Reserve—and the ever-shortening reaction time required—and the fact that different types of Reserve units and individuals do exist and can all be utilized by the Air Force—indicates to me that some realignment of the CONAC and

Reserve structure is needed. The criteria should be better control, better communication, better manning and management, better utilization

Reservists Receive Awards

Air Force Reservists and Air National Guardsmen received their share of honors during the AFA convention. These included:

Outstanding Airmen Awards presented to SMSgt. Lawrence McCarthy, 115th Fighter Gp., Madison, Wisc., ANG, and SSgt. Kenneth N. Bracken, 9204th Rescue Recovery Sq., Johnstown, Pa.

Winston P. Wilson Trophy—ANG's outstanding unit, the 13th Air Commando Gp., Martin Air Force Base, Baltimore, Md.

Outstanding Air Force Reserve Award—To the 440th Troop Carrier Wing, Gen. Mitchell Field, Milwaukee, Wisc.

Grover Loening Trophy—Presented for the first time this year to CONAC's troop carrier competition winner, the 452nd TCWg., Mac AFB, Calif., which took top honors for the third consecutive year.

Earl T. Ricks Memorial Trophy—Presented to 152nd Tactical Reconnaissance Gp., Reno, Nevada ANG winners of the annual ANG competition conducted this year at Shaw AFB.

AFA Reserve Troop Carrier Trophy—To 433rd Troop Carrier Wg., crew which took top individual honors in the seventh annual CONAC troop carrier competition staged this year at Clinton County AFB, Wilmington, Ohio, Sept. 8-11.

During the convention AFA delegates elected Dr. W. Randolph Lofgren II, an Air Force Reserve brigadier general and Albuquerque, N. M., physician as its new president for the coming year.

Delegates also voted to hold the 1964 convention in Wash., D. C.

Scanning

Air Force Regulation 30-30 revised recently to implement DOD directive concerning standards of conduct (conflict of interest) expected of all categories of personnel including Reservists. The revision incorporates changes enacted in the session of Congress and reflects policies prescribed by the President.

Spelled out are detailed instructions applying to active duty personnel, full-time civilian employ-

see SCANNING page

SILVER WINGS

1913-1963

In retrospect

General Orders,
No. 39.

WAR DEPARTMENT,
Washington, May 27, 1913.

Officers of the Army qualifying as military aviators under the rules approved by the Secretary of War will receive a military aviator's certificate conforming to the approved design in the office of the Chief Signal Officer.

BY ORDER OF THE SECRETARY OF WAR:

LEONARD WOOD
Major General, Chief of Staff.

OCTOBER 6, MARKS the U.S. Air Force's fiftieth "Silver Wings" anniversary. On that day in 1913 two pioneer military aviators gained the distinction of being the first to wear "Military Aviator" badge. The young airmen were Capt. Charles Chandler and 2nd Lt. Thomas Milling.

More than a year earlier (July 5, 1912) they, and a young infantry officer, 1st Lt. Henry H. Arnold, had made another contribution to military aviation history by being the first to qualify as military pilots under the requirements of War Department General Order No. 39. Eventually a list of 24 Army officers received similar recognition before General Order No. 39 was rescinded on January 1, 1914. The list includes such names as Fulois, Ellington, Kelly, Kirtland; and it serves as

a symbol of the beginning of a new era of military strategy.

"Silver Wings" is a just commemoration of the accomplishments of these early military fliers, but it does not stop there. It is as much a tribute to Cpl. Vernon L. Burge (the first enlisted man to learn to fly—1912) as it is to Gen. "Billy" Mitchell. It pays homage to every member of the Army Air Force, the U.S. Air Force, the Air National Guard and the Air Force Reserve, who has ever worn a pair of "Silver Wings."

The early history of today's Citizen/Airmen is spiced with such names as Bolling, Haven and Winder. Capt. Raynal C. Bolling was instrumental in establishing the first aviation unit of the National Guard. This unit, the 1st Aero Company of the New York National Guard was the first such unit taken into Federal Service.

Pfc. Beckwith Haven of the New York National Guard is recognized as the first Guardsman to qualify as a military aviator (FAI, airplane pilot certificate #127—1912), and Lt. Col. Charles B. Winder followed shortly thereafter with certificate #130.

In this tribute to all "Wings" wearers, it is fitting that the sentiments of the late General of the Army Henry H. Arnold (the young infantry lieutenant of 1912) be printed:

"Every man who wears silver wings knows what they are—in a sense, the Air Force itself—the men, the deeds, the gallantry, the danger, the undying spirit.

"Silver wings are the badge of combat and devotion to duty. They represent the pilots, the bombardiers, the navigators, the gunners, the mechanics, the officers, the enlisted men.

"They stand for victory—a victory achieved despite seemingly insurmountable obstacles. Silver wings are a symbol of America, our country, our flag, the love that all of us feel for our free and proud homeland."

General Arnold died in 1950, and shortly thereafter a new group of pioneers carried on the spirit of the military aviators of half a century ago. They are the astronauts of today, the Gordon Coopers, Bob Whites, Gus Grissoms and Bob Rushworths. They are putting into practice the rocket experiments of Dr. Robert H. Goddard, who in 1926 wielded the blowtorch that ignited the world's first liquid-propellant rocket flight.

These new pioneers of space wear the "Silver Wings" of the astronaut, and they, like Chandler and Milling, represent the beginning of a new era of military technology. What the next 50 years may hold in store is unknown, except that the centennial anniversary will also be celebrated by men wearing "Silver Wings."

Some of the first military aviators to wear "Silver Wings" were Army officers (l-r) Beck, Arnold, Chandler, Milling and Kirtland.



■ SCANNING from page 4

special (part-time) employees, regular retired officers, former officers or employees and officers of the Reserve.

All Reservists are enjoined to familiarize themselves with provisions of the regulation which apply to them. In a general section dealing with ethics, the directive states, "Air Force personnel are bound to refrain from any private business or professional activity which would place them in a position where there is a conflict between their private interests and the public interest of the United States. Even though a technical conflict . . . may not exist, Air Force personnel must avoid the appearance of such a conflict from a public confidence point of view."

Reservists should consult the nearest Air Force legal officer for advice and assistance in answering questions concerning the interpretation and applicability of this regulation.

Recent changes to AFM 35-1, Military Classification Policy

Manual pertaining to Air Force Reserve officers not on active military duty, requires the addition of the fourth (proficiency level) digit.

The Air Reserve Records Center, Denver, is responsible for the classification of all officers assigned to the Nonaffiliated Reserve Section (NARS), Ineligible Reserve Section (IRS), Inactive Status List Reserve Section (ISLRS), Retired Reserve Section and those selectively assigned to Reserve units. During the month of October, ARRC will award fourth digits to AFSCs of officers in the above assignments. The award in this instance, however, is restricted to the entry level, since ARRC will not be authorized to award fully qualified AFSCs (except in specialties where there is no entry level). This restriction also applies to Part III Reservists.

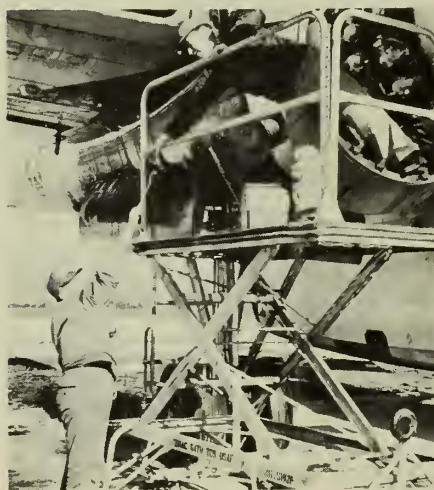
All other Air Force Reserve officers will be awarded the fourth digit by unit personnel officers who will be responsible for review of individual qualifications and award at the entry or fully qualified level, as appropriate.

In the future, all assignment orders from ARRC will carry the entry level AFSC. To avoid individual queries to ARRC, units should be certain that newly assigned personnel understand that this procedure is not intended to downgrade qualifications, but rather to maintain a system of across the board accounting of Reserve resources. Fully qualified personnel should be upgraded by units immediately after assignment.

New N.G.B. Chief



Live Recovery



Current Events

(Top) Maj. Gen. Winston P. Wilson (l) is sworn in as Chief, National Guard Bureau by Air Force Secretary, Eugene M. Zuckert at Pentagon ceremony, Sept. 4. Gen. Wilson will direct the activities of 470,000 Army and Air National Guardsmen. (Bottom) MSgt Doug Miller (l) and A1C Harry Van Dyke of the 9209th Recovery Sq., Roanoke, Va., complete repairs to C-119, the 14th actual emergency recovery in two years for the unit.

The Reserve Officers Association's Air Force Affairs Committee will hold its fall meeting, Richards-Gebaur AFB, Kansas City, Mo., Nov. 2.

Among those addressing the committee will be Col. Charles Bock, executive secretary of the Reserve Forces Policy Committee, Hq USAF, who will brief them on the policy making procedures of the committee and of Reserve policy councils of major commands.

Representatives from the Director of Personnel Planning, Hq USAF, will discuss the new active duty officers Reserve career program, which replaces the old 20-10 program, and also the results of a command review on necessary legislative amendments to ROPA.

Other subjects to be discussed will be future roles of the Air Reserve Forces, Continental Air Command, beefed-up Reserve recruiting program, and recent legislative trends concerning the Air Reserve Forces.

Another International Air Cadet Exchange Program

concluded last August as 130 young cadets from 20 countries of Europe, the Near East, Central and South America, Canada and Great Britain capped a 19-day visit to the United States with a four-day tour of the nation's capital.

This was the 16th annual Exchange, and as they have in so many of the past Exchanges, Air Force Reserve Officers were in the forefront of prominent Washingtonians who helped make the visitor's Washington stay memorable.

One of the most impressive impacts made upon the visiting cadets was the personal greeting they received from a number of United States Senators when the group visited the Capitol building.

Among the first to take time from his busy schedule to meet the cadets was Sen. Howard W. Cannon of Nevada. The Senator, who is a brigadier general in the Air Force Reserve, chatted for some time with the cadets from Chile. The Chileans were guests of the Nevada CAP wing during their stay in the U. S.

Other Senators who personally greeted the cadets on the east steps of the Capitol included Senate Minority Leader Everett M. Dirksen of Illinois. The Switzerland cadets visited his home state.

Senator Frank Church of Idaho sought out the English cadets, who

were guests of the Idaho CAP wing, while Sen. A. Willis Robertson of Virginia talked with the Belgian cadets on their impressions of his state.

Two other Senators, Hiram Fong of Hawaii, and Vance Hartke of Indiana, were principal speakers at a dinner given in honor of the cadets.

Two newly organized Air Force Reserve Air Postal groups were activated in September. They were the 1st Air Postal Gp., Dobbins AFB, Ga., and the 2nd Air Postal Gp., Ft. Miley, San Francisco, Calif.

Designated as Category "A" units, each of the new groups is authorized nine officers and nineteen airmen. Also scheduled for activation at locations to be determined in the near future are eight Reserve Air Postal flights, four under each group. Each of these flights will be authorized two officers and nineteen airmen.

The groups, which are expected to attain operational capability by July 1, 1964, are patterned after the active duty groups in Europe and the Pacific. They will provide complete postal and security courier service within a given area of responsibility, and immediate assistance and augmentation of the world-wide military postal and security courier network.

The units will be assigned to CONAC for command, training, personnel administration, logistics support, and inspection during peacetime. They will be deployed in the event of mobilization as directed by the Postal and Security Courier Operations Division of Hq USAF.

One hundred three Air Force Reserve airmen recently received direct commissions under Continental Air Command's "Outstanding Reserve Airman Appointment" program for fiscal year 1963. The new officers are assigned to Air Force Reserve units throughout the country. Eighteen were appointed as captains, 57 as first lieutenants, and 28 as second lieutenants. Under a recent policy change the captains will receive seven years credit and the first lieutenants three years credit toward promotion consideration. The new officers will remain on a non-active duty status, although they will be eligible to compete for call-up to active duty service.

An unusual contribution was recently made to the Falcon Foundation fund by Lt. Col. Jacqueline Cochran, an Air Force Reservist and world-famed aviatrix. Colonel Cochran donated all her Reserve pay and allowances for the next two years—totaling \$643—to the fund.

Aid to a Reservist's family whose home was damaged during a storm which inundated Buffalo, N.Y., last August, was rendered by fellow-members of the 914th Troop Carrier Gp., of Niagara Falls. The family of SSgt. Edward H. Miller, was one of hundreds forced to leave their homes after health inspections showed them unsafe following the storm. Sergeant Miller, an aircraft mechanic with the 914th, was in South Carolina at the

time taking part in Operation Swift Strike III. The 914th information officer contacted families of airmen in the flooded area offering aid. Eleven airmen armed with brooms, mops, shovels and other cleaning gear, spent some 12 hours helping to restore the Miller home and that of another airman, to a liveable condition.

BOARDS...

A board will convene at the Air Reserve Records Center Dec. 2-13, to consider the records of approximately 5,000 Reserve captains for promotion to the grade of major. To be eligible for consideration, officers must hold a promotion service date on or before Mar. 31, 1958, have a total years service date on or before Mar. 31, 1951, and must have been in an active status for one year prior to Board's convening.

Officers in the permanent Reserve grades of colonel and lieutenant colonel who are interested in serving on officer promotion selection boards at the Air Reserve Records Center in Denver, Colo., are urged to submit AF Forms 1289 (application for Active Duty Training), to ARRC through their units. Boards are slated to meet Dec. 2-13, 1963; Mar. 2-13, and May 4-15, 1964. Representation on boards must include a percentage of rated versus non-rated, Category A, Category B, Part I and Part II personnel, and must cover generally all parts of the U.S.

BRIEFLY...

Reserve aeromedical evacuation crews from the 36th and 46th Aeromedical Evacuation Squadrons on active duty with MATS for their two week summer training, flew into Midway Airport, Chicago, Ill., during August, to demonstrate a tactical aeromedical mission to the National Association of Flying Physicians. Approximately 120 persons witnessed the exercise. Simulated wounds were made up by cosmetologists at Scott AFB's USAF Hospital. A training moulage set was also used for the 10 individuals acting as patients. These simulated wounds were bandaged and the patients given first aid and prepared for air evacuation during the demonstration. Reservists were transported from Scott AFB to Chicago and return by a C-119 of the 357th TCSq., Bates Field, Mobile, Ala.



During a Kansas City, Mo., observance of USAF's 16th Anniversary, Sen. Stuart Symington (r) gave plaque to 442nd TCWg., Commander, Brig. Gen. James McPartlin (c) for unit's 20-year service. Also attending were (l) Gen. Carl Spaatz, USAF (Ret.) and Air Force Secretary, Eugene Zuckert.



Air National Guard jets, tankers, flight crews and ground personnel formed One Team to support the 3500 mile, non-stop flight of 12 "recce jets" from Birmingham to Anchorage to accomplish a reconnaissance mission for the Alaskan Air Command...



PROJECT MINUTEMAN

- Project commander, Brig. Gen. Doster (standing) checks progress with Maj. D. Laird in C-135 "flyi
- During the all-Air Guard "... history making" deployment to Alaska, an RF-84F is refueled in fli

AIR GUARDSMEN from seven states joined together in a close-working team recently to successfully complete the longest non-stop deployment of Air National Guard jets ever attempted.

On August 30, 12 RF-84Fs of the 117th Tactical Reconnaissance Wing, which has units in Alabama, Arkansas and Mississippi, left wing headquarters in Birmingham for the 3,500-mile flight to Alaska.

Project Minuteman Alpha, commanded by Alabama Air Guard Brig. Gen. G. Reid Doster, Jr., was successful not only in its deployment mission but also in obtaining much needed reconnaissance photographs for the Alaskan Command. Guards-



d post." (Top)

C-97 tanker. (Bottom)

men flew more than 300 hours and photographed some 250 targets in the vast regions of Alaska, some so far from civilization—let alone an adequate landing strip—that a KC-97 tanker had to refuel the jets.

The 12 photo recon jets were met three times along the way from Birmingham to Alaska and three times on the way back by ANG refueling tankers. Their first refueling came from the Illinois Air Guard's 126th Air Refueling Group from Chicago, the second from the Ohio Air Guard's 160th Air Refueling Group at Clinton County Airport and the third, which occurred over Canada, from the Wisconsin Air Guard's 128th Air Refueling Group at Milwaukee. These last aircraft stayed with the 117th's aircraft during their four days in Alaska to provide refueling for them on their photographic missions. Aircraft of the 133rd Air Transport Sq., New Hampshire ANG, also provided support during the Alaskan mission.

The 117th was also one of the ANG units called to active duty during the Berlin mobilization two years ago. General Doster noted with pride that the wing was then the first ever to deploy RF-84Fs across the Atlantic during Operation Stair Step. But then it had taken the Guardsmen five days, with lots of help from the active Air Force, to island-hop their way to their assigned station in France. Operation Stair Step has been hailed as the most successful deployment of all time. Yet just two years later, General Doster continued, with air refueling added to the Guard's capability, this non-stop deployment which more than equalled the distance to Europe, was completed, with all Air Guard support, in about eight hours.

The Guardsmen had little time to congratulate themselves on the success of their venture when they arrived in Anchorage, for they had to begin immediately to make plans for the long Labor Day weekend. On Saturday, Sunday and Labor Day their schedule included a 4:30 a.m. reveille, a quick breakfast, a briefing on their targets for the day and a long, hard day over frozen Alaska.

By September 3, they had completed 53 out of the 54 sorties assigned to them. The one they were unable to photograph was over the Point Barrow area where a 200-foot ceiling prevented the pilots from making their runs. Other than this the weather had been extraordinarily good for the recon men. Even native

Alaskans, who said this had been an exceptionally poor summer in Alaska, commented on the weather during the period the "Southerners" were visiting them. On September 4, the support aircraft from New Hampshire were readied for the flight home.

To add to the important stock of pictures for our defense planners, the men of the 117th had 3,458 exposures on 2,400 feet of film, much of it covering areas that had never before been photographed from the air.

Most important, as the 12 jet aircraft swooped back over Canada and the United States, picking up their refueling points without a hitch, these Air Guardsmen could take satisfaction in the fact that they had once again proved their readiness and the ANG's ability to go anywhere, anytime to defend its country.

Maj. Gen. Winston P. Wilson, keeping close watch on Minuteman Alpha's activities from his desk in the Pentagon, talked to the Guardsmen over Canada. He congratulated General Doster in the TAC C-135 flying command post that accompanied the men of the 117th and then asked to be transferred to flight leader Maj. Sam Wilcox. Gen. Wilson gave Major Wilcox an enthusiastic well-done.

The RF-84Fs' in-commission rate while in the entirely new environment of Canada was 98.3 and when the forms were checked back in Birmingham not a single aircraft had a write-up for a mechanical defect. "We could have turned around and flown right back," General Doster said.

Praise and congratulations poured in from all over, letting General Doster and his men know that the importance of their accomplishment was appreciated. General Wilson put his down in a letter to General Doster and Brig. Gen. I. G. Brown, assistant chief of the National Guard Bureau for the Air National Guard, offered his "enthusiastic congratulations."

But the highest praise of all came from Gen. Curtis E. LeMay, Air Force chief of staff, who said in a letter to General Doster, "The history-making deployment to Alaska in which Air National Guard tankers, transports and reconnaissance aircraft from seven states were welded into one team to perform a much needed peacetime mission for the Alaskan Command certainly reflects credit upon you, the units which took part, and the Air National Guard. The detailed planning, professional airmanship and outstanding maintenance during this operation established a record for which we are all proud."

Help Wanted

ALABAMA

908 TCGp., Bates Field (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 271X0, 702X0 and 75170.

CALIFORNIA

938 TCGp., Hamilton AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 571X0, 291X0 and 582X0.

940 TCGp., McClellan AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 204X0, 241X0A and 291X0.

942 TCGp., March AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 571X0, 565X0 and 43151A.

943 TCGp., March AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 571X0, 291X0 and 43171A.

944 TCGp., March AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 643X0A, 571X0 and 241X0A.

CONNECTICUT

905 TCGp., Bradley Field (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 43171A, 43151A and 62250.

FLORIDA

915 TCGp., Homestead AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 565X0, 571X0 and 622X0.

GEORGIA

918 TCGp., Dobbins AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055A and 1535. Enlisted: openings in AFSC 27430, 324X0 and 42450.

ILLINOIS

928 TCGp., O'Hare AP (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 431X1A, 607X0 and 571X0.

932 TCGp., Scott AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 431X1A, 702X0 and 643X0A.

INDIANA

930 TCGp., Bakalar AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 431X1A, 571X0 and 271X0.

931 TCGp., Bakalar AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 431X1A, 571X0 and 271X0.

LOUISIANA

917 TCGp., Barksdale AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 43570, 702X0 and 643X0A.

926 TCGp., NAS New Orleans (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 29352, 274X0 and 242X0.

MARYLAND

909 TCGp., Andrews AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 274X0, 431X1A and 643X0A.

MASSACHUSETTS

901 TCGp., L. G. Hanscom Field (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 43151A, 70250 and 57150.

MICHIGAN

927 TCGp., Selfridge AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 431X1A, 571X0 and 607X0.

MINNESOTA

934 TCGp., Mpls.-St. Paul IAP (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 242X0, 274X0 and 704X0.

MISSOURI

935 TCGp., Richards-Gebaur AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055C and 1535. Enlisted: openings in AFSC 43570, 643X0A and 60750.

963 TCGp., Richards-Gebaur AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055C and 1535. Enlisted: openings in AFSC 43570, 643X0A and 60750.

NEW HAMPSHIRE

902 TCGp., Grenier Field (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 43151A, 70250 and 27150.

NEW JERSEY

903 TCGp., McGuire AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 43171A, 43151A and 62250.

NEW YORK

904 TCGp., Stewart AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 43171A, 43151A and 62250.

914 TCGp., Niagara Falls MAP (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 271X0, 431X1A and 571X0.

OHIO

906 TCGp., Clinton County AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 431X1A, 27430 and 57150.

907 TCGp., Clinton County AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 571X0, 291X0 and 431X1A.

910 TCGp., Youngstown MAP (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 274X0, 431X1A and 643X0A.

OKLAHOMA

929 TCGp., Davis Field (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 431X1A, 571X0 and A607X0.

937 TCGp., Tinker AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055C and 1535. Enlisted: openings in AFSC 43570, 291X0 and 571X0.

OREGON

939 TCGp., Portland IAP (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 204X0, 241X0A and 291X0.

LEGEND: To identify officer vacancies, O-2 stands for first lieutenant; O-3 for captain. Where openings exist in the same Air Force Specialty Code (AFSC) for more than one grade, the lowest and highest grades are indicated. Example: O-2/3 means there are openings for grades first lieutenant and captain. Enlisted: The AFSC identifies both the job and the skill level. As an example, the #5 in 62250 indicates openings for staff sergeants and airmen first class in the Food Services career field. Similarly, #7 refers to master and technical sergeants. Also as an example, X in AFSC 271X0 indicates openings in more than one grade.

OFFICER

1055 Pilot 1535 Navigator

ENLISTED

204X0 Intelligence Operator Specialist/Supervisor
241X0A Safety Specialist/Technician (General)
242X0 Disaster Control Specialist/Technician
27150 Air Operation Specialist
271X0 Air Operation Specialist/Supervisor
274X0 Command Post Specialist
274X0 Command Post Specialist/Supervisor
291X0 Communications Center Specialist/Supervisor
29352 Airborne Radio Operator
324X0 Precision Measuring Equipment Specialist/Tech.
42450 Aircraft Fuel Systems Mechanic
43131A Aircraft Mechanic (Reciprocating Engine)
43151A Aircraft Mechanic (Reciprocating Engine)
43171A Aircraft Maintenance Technician (Recip. Engine)
431X1A Aircraft Maintenance Mechanic/Supervisor
43570 Flight Engineer Technician
461X0 Munitions Specialist/Supervisor
471X0 Construction Equipment Repairman/Technician
565X0 Heating Specialist/Supervisor
571X0 Fire Protection Specialist/Supervisor
582X0 Fabric, Leather and Rubber Repairman/Supervisor
603X0 Vehicle Operator (Motor Trans.) Supervisor
607X0 Aircraft Loadmaster
A607X0 Aircraft Loadmaster
62250 Cook
643X0A Fuel Specialist/Supervisor (Conventional)
70250 Administrative Specialist
702X0 Administrative Specialist/Supervisor
704X0 Stenographic Specialist/Technician
75170 Education and Training Technician
901X0 Aeromedical Specialist/Supervisor
902X0 Medical Service Specialist/Technician

Positions offer up to 48 paid drills, a 15-day tour of active duty annually, retirement points, and possible promotion. Applicants should write directly to unit of choice, giving full name, address, grade and Air Force Specialty Code (AFSC).

PENNSYLVANIA

911 TCGp., Greater Pittsburgh AP (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 274X0, 431X1A and 643X0A.

912 TCGp., NAS Willow Grove (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 431X1A, 271X0 and 571X0.

913 TCGp., NAS Willow Grove (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 431X1A, 271X0 and 571X0.

TENNESSEE

919 TCGp., Memphis MAP (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 43131A, 57130 and 64330A.

920 TCGp., Memphis MAP (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 43131A, 57130 and 64330A.

TEXAS

916 TCGp., Carswell AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055C and 1535. Enlisted: openings in AFSC 57150, 62250 and 70250.

921 TCGp., Kelly AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 291X0, 571X0 and 643X0.

922 TCGp., Kelly AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 603X0, 471X0 and 461X0.

923 TCGp., Carswell AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 291X0, 431X1A and 901X0.

924 TCGp., Ellington AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 29352, 274X0 and 242X0.

925 TCGp., Ellington AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 29352, 274X0 and 242X0.

UTAH

945 TCGp., Hill AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 431X1A, 571X0 and 565X0.

WASHINGTON

941 TCGp., Paine AFB (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 271X0, 643X0A and 902X0.

WISCONSIN

933 TCGp., Gen. Mitchell Field (AFRes) Officer: (O-2/3) openings in AFSC 1055Z and 1535. Enlisted: openings in AFSC 242X0, 274X0 and 704X0.



*Reservist lawyers-in-uniform
make the JAGAR program
a model for the effective
use of Reserve Forces
professionals...*

A lawyer's time and advice are his stock in trade," was a favorite expression of Abraham Lincoln.

On a cold, snowy evening last winter, about 30 New York lawyers left busy offices in and around Manhattan to converge on the U.S. Court House at New York City's Foley Square. One might imagine some major litigation as the cause for their meeting; instead, it was the semi-monthly meeting of the New York City JAGAR office.

What is JAGAR? And why do more than 35 New York lawyers contribute a portion of their "stock in trade"?

JAGAR is the brief title given the Judge Advocate General Area Representative program of the U.S. Air Force. Col. Maurice F. Biddle, former assistant executive for Reserve Affairs, conceived and proposed the program in 1961. Maj. Gen. Albert M. Kuhfeld, the Judge Advocate General, USAF, approved the program, and on January 22, 1962, the JAGAR program was officially born. The program took the Air Force Reservist-lawyer out of the individual training program—with its attendant periods of classroom training—and put him in position to make a solid contribution to the objectives of the Air Force and its Reserve components.

Currently, there are about 350 JAGARs in the program. Each is a part III MOARS assignee in Training Category D, Pay Group D. This means that they are not required to perform inactive duty training with Reserve units. However, they can perform annual active duty for training and earn retirement points.

They are located in practically every state. Each is a lawyer and an Air Force Reserve officer who has been chosen because his professional background, experience, and ability support the objectives of the program. Administered by Continental Air Command's Staff Judge Advocate, Col. Chester W. Wilson, the primary objectives of the JAGAR program are threefold: To render legal assistance to eligible individuals of the Air Force; to give "intra-profession" assistance to Judge Advocates of the

active military establishment in connection with local laws, ordinances and other regulatory body directives; and, to conduct an internal training program based on materials furnished from the Office of The Judge Advocate General.

In the organizational structure of the JAGAR program, about 70 JAGARs have been designated coordinators for specified geographical areas. It is the responsibility of the JAGAR coordinators to serve as a link between the JAGARs in this area and the Reserve Staff Judge Advocate of the appropriate Air Force Reserve region. Coordinators are also responsible for the preparation and processing of forms necessary for the award of Reserve retirement points. Another important duty of the JAGAR coordinator is to maintain liaison with the legal aid agencies within his area.

The geographic dispersal of JAGARs frequently results in their being the only Air Force Reserve legal representative in their respective locales. However, in some of the more densely populated areas, several JAGARs live or practice in close proximity to each other. Such is the case in New York City. There, shortly after the program was launched, 19 lawyer Reservists combined to form the New York City JAGAR Office.

Under the direction of Air Force Reservist, Capt. Arthur Gerwin, the New York City JAGARs voluntarily organized in order to increase their potential contribution to the program. After little more than one year of operation, the New York City group has expanded to 35 members with 12 more awaiting processing and CONAC confirmation.

These Reservists have voluntarily donated their time, money and knowledge toward the successful completion of additional activities.

Some of their accomplishments include the following: established liaison with the six accredited law schools in the New York area and counseled students on the advantages of a tour of extended active duty with the Air Force; held a law symposium on Reserve status for the benefit of all Reservists in the metropolitan area; demonstrated courtroom procedures for the special agents of the New York Office of Special Investigation; conducted moot general court-martial for the Reservists attached to local Recovery squadrons; established a duty roster whereby one of the JAGAR members is accessible at any hour of the day or night; and produced a monthly publication entitled "The JAGAR" for interested military and civilian associates.

The efforts and conscientious participation of JAGARs throughout the country have done much to make this program a success—they deserve and have the thanks and firm backing of General Kuhfeld and his Assistant Executive for Reserve Affairs, Lt. Col. Joseph Buchta, who recently succeeded Colonel Biddle. Gen. Kuhfeld recently wrote, "All of us appreciate the time and effort expended to make your Reserve unit [NYC JAGAR Office] second to none."



The Judge Advocate General, USAF, Maj. Gen. Albert Kuhfeld, accepts New York City JAGAR Office award from director, Capt. Arthur Gerwin.

Ricks trophy winners are congratulated by Chief of Staff, Gen. Curtis LeMay (l) at AFA convention. (l-r) Col. Dalzell, Maj. Adams, Lt. Ernst, SSgt Robison, TSgt Wolfe, and Lt. Chambers.



RESERVE FORCES' COMPETITIONS



High scoring by all contestants in Air National Guard's Ricks Trophy event, proved the degree of professionalism achieved in tactical reconnaissance. Guardsmen flew RB-57s (above) in event.

TWO MAJOR COMPETITIONS for Reserve Forces' flight crews were conducted last month. Air National Guard's tactical reconnaissance groups competed for the Ricks Trophy at Shaw AFB, S.C., from Sept. 3-8, and Air Force Reserve's troop carrier wings met at Clinton County AFB, Ohio, from Sept. 8-11, to compete for the Loening Trophy.

The Air National Guard's 152nd Tactical Reconnaissance Group of Reno, Nev., was named winner of the 1963 Ricks Trophy, besting four other Air Guard RB-57 groups in the combat-simulated competition.

Lt. Col. James W. Dalzell, 152nd group commander and team captain in the competition, was awarded the trophy at the Honors Night ceremonies of the Air Force Association's 17th National Convention in Washington, D. C.

The 152nd scored 18,710 points out of a possible 21,850 in the reconnaissance meet which was conducted under direction of the Tactical Air Command, to which the competing units would be assigned if called to active duty.

The 189th TacReconGp of Little Rock, Ark., was second, scoring 17,370 points. In third place was the 110th TacReconGp of Battle Creek, Mich., with 16,570 points. The 190th TacReconGp of Hutchinson, Kan., was fourth with 16,305, and the 123rd TacReconGp. of Louisville, Ky., was fifth.

Members of the winning RB-57 crew were Maj. Wayne B. Adams, pilot, and 1st Lt. Keith Ernst, co-pilot. Other team members were 1st Lt. Robert L. Chambers, photo interpreter; and TSgt. Robert W. Wolf, and SSgt. Meyers Robison, ground crew members.

In the competition, each of the crews flew six reconnaissance sorties, photographing pinpoint targets in a six-state area—West Virginia, Tennessee, Georgia, North and South Carolina, and Florida. TAC referees scored the crews on pre-flight planning, target coverage, photo processing and interpretation, speed and accuracy of results.

Brig. Gen. Jack LaGrange, assistant adjutant general of Nevada for Air, accompanied the winning team to Washington to receive the trophy.

Shortly after ANG's Ricks event, Air Force Reservists from three flight



...ricks and loening events

The Ricks and Loening trophy events, tests of Reserve Forces proficiency, demanded professional accuracy in such fields as paratroops of equipment (left) navigation (top, right) reconnaissance, and photo interpretation. Above left, Col. Earl Anderson, commander, 452nd TCWg., March AFB, Calif., accepts Loening trophy from retired Lt. Gen. William Hall, former CONAC commander.

ews of the 452nd Troop Carrier ing, March AFB, Calif., amassed efficient points to have their wing med winner of the seventh annual r Force Reserve Troop Carrier ompetition. This is the third consecutive win for the 452nd, commanded by Col. Earl O. Anderson. The meet is a CONAC-wide exercise in which the three best crews from each wing compete as individual crews and as three-crew teams. The purpose of the competition is to test Air Force Reserve proficiency in navigation, cargo and paratroop airdrop techniques. Thirteen the participating wings were equipped with C-119 aircraft and one th C-123s. The 442nd TCWg., Richards-Gebaur AFB, Mo., equipped th C-124s did not compete. The best individual crew in the eet was led by Maj. Horace R. randenberger, representing the 3rd TCWg., Kelly AFB, Tex. s crew were Maj. Lois Parks, coot; Capt. Roland Karnei, navigator; Sgt. Frank Graves, flight mechanic; d SSgts. Max F. Schneider and bbert E. Lee, loadmasters.

Colonel Anderson and Major Brandenberger received their awards at the Air Force Association convention. Colonel Anderson received the new Grover Loening Trophy at the Reserve Forces Seminar and Major Brandenberger received the AFA Trophy at the Honors Night banquet.

Retired Lt. General William E. Hall, former commander of Continental Air Command, presented the modernistic eagle-in-flight Loening Trophy. An aviation pioneer for 60 years, Mr. Loening of Key Brisbane, Fla., donated the trophy which will be awarded yearly to the troop carrier wing achieving outstanding tactical excellence. Mr. Loening was present for the award ceremony.

The 452nd proved its excellence by outscoring its nearest rival, the 440th TCWg., Gen. Mitchell Field, Milwaukee, Wisc., by 59 points. The 452nd racked up 8,346 points to 8,287 for the 440th and 8,203 for third-place 403rd TCWg. Selfridge AFB, Mich.

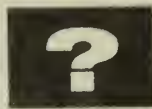
Behind the first three finishers were: 4th, 434th TCWg., Bakalar AFB, Ind.; 5th, 349th TCWg., Ham-

ilton AFB, Calif.; 6th, 446th TCWg., Ellington AFB, Tex.; 7th 459th TCWg., Andrews AFB, Md.; 8th, 514th TCWg., McGuire AFB, N.J.; 9th, 302nd TCWg., Clinton County AFB, Ohio; 10th, 94th TCWg., L. G. Hanscom Field, Mass.; 11th, 445th TCWg., Dobbins AFB, Ga.; 12th, 433rd TCWg., Kelly AFB; 13th, 512th TCWg., NAS Willow Grove, Pa.; and 14th, 435th TCWg., Homestead AFB, Fla.

Major Brandenberger's crew compiled 3,036 points compared to 2,951 for the second place crew led by Maj. Frank Parrish representing the 459th TCWg., Andrews AFB, Md. Third with 2,044 points was Capt. Virgil W. Moore, flying for the 440th.

The CONAC-wide competition consisted of all aircraft on each team flying a low-level navigation mission followed by a 1,500 foot air drop of heavy equipment. Each team then sent three aircraft on a medium altitude night navigation flight to test navigation and proficiency at dropping 340 pound bundles. A third requirement was to fly in formation for a personnel drop.

QUESTIONS & ANSWERS



This column is designed to clarify problems of general interest to members of the Air Reserve Forces. Personal problems should be discussed with your unit personnel officer. Letters not used in the column cannot be answered.

Is it possible to make good retirement years while in the Standby Reserve? I am now in the Ready Reserve and have completed ten good years of Ready Reserve service. Would it be possible for me to transfer to Standby Reserve, make good retirement years by completing ECI courses then apply for retirement with pay after completing the required number of years? Points earned in either a Ready or Standby status are creditable for Reserve retirement. They may be earned through extension course participation with assignment to the Non-Affiliated Reserve Section (NARS). Such an assignment places you in Standby status. Provided eligibility requirements are met, application for retired pay may be made from this status. Eligibility criteria must include: attainment of age 60; completion of 20 years satisfactory service of which the last eight were earned in a Reserve capacity; and active duty during World War I, World War II or the Korean conflict if a member of an Armed Force Reserve before Aug. 16, 1945. Any satisfactory service earned while assigned to NARS (50 points per year) will be counted toward the 20 years required to qualify for retired pay.

Can a Reserve navigator with 2,000 hours total time, 1,400 of which were logged in military aircraft and 600 in civilian aircraft while employed as a (commercial) flight navigator, qualify for the senior navigator rating? If so, how does he authenticate his time? Flying time logged in civilian aircraft of over 450 horse power is creditable for recording on AF Form 5A, Individual Flight Record and for the 2,000 total hours needed for the rating of senior navigator. To apply for this rating however, the officer must be participating in active flying status in a Ready Reserve unit.

What procedures are necessary for a Reserve airman to apply for a direct appointment? I am a college graduate with a BBA degree. For the last several years the Air Force has offered direct appointments to a limited number of outstanding Reserve airmen who have been actively participating in the Reserve program. This has been on a year to year basis and no assurance can be made that it will be continued in the future. Airmen considered under this program must be under 40 years of age and assigned to a Ready Reserve position for at least 1 year. A college degree is not a prerequisite for appointment. Selections are made on a "Best Qualified" basis. If you desire to apply for an appointment under this program, you should discuss it with your unit personnel officer. If you are not assigned to a unit, we suggest you contact the nearest unit in order to obtain an assignment and establish eligibility for appointment consideration in the event future programs are established. In addition, the Air Force is accepting applications for appointment from individuals who are qualified to perform the duties of chaplain, medical or legal officer. Such individuals need not hold current Air Force status.

Is a retired Reservist, and his dependents, entitled to commissary, BX and medical privileges the same as a retired active duty member? A retired Reservist who is receiving retired pay is entitled to the same commissary and BX privileges as an individual who is retired from active duty. In order to qualify for hospitalization and medical care he must have completed at least 8 years full time active duty in the military service.

I am an Air Force Reserve officer. Orders received from the Air Reserve Records Center all show my service number with an additional zero after the AO, i.e. AO-0123456. This is in error, as my service number is AO-123456. Electronic Data Processing equipment at ARRC requires nine (9) characters for officers and ten (10) characters for airmen Air Force service numbers. An officer's service number utilizes two alphabetical and seven numeric digits. If there are not seven numeric digits, a zero is inserted between the alphabetical and numeric portions of the officer's service number. This does not alter your originally issued service number and your military personnel record reflects your correct service number—AO-123456.

AEROSPACE LIBRARY



Sixty Days That Shook The West: The Fall of France 1940, Jacques Benoist-Mechin, edited by Cyril Falls (Putnam, \$7.50). This definitive history of the fall of France in 1940 is written with clarity and covers, in detail, a military and political developments from May 9th to the next sixty days—through the capitulation of France.

The Man-In-Space Dictionary: A Modern Glossary Martin Caidin (Dutton, \$6.95). Concise definitions, clear non-technical explanations of nearly 1,900 terms connected with manned space explorations. Illustrated with photographs.

Navigation and Guidance In Space, Edward V. E. Stearns (Prentice-Hall, \$11.00). Many of the problems of extra-terrestrial navigation that will confront the space navigator in earth orbits, inter-planetary transfer and lunar transfer are examined in this volume.

Handbook of Intelligence And Guerrilla Warfare, Alexander Orlov (Univ. of Michigan, \$4.00). An analysis of the differences between Soviet and Western intelligence operations and a description of the eight different kinds of Soviet intelligence.

The Space Guidebook, William J. Weisner (Coward McCann, \$5.95). This new, revised edition, in question and answer form, presents the latest information on missiles, space capsules, inter-planetary travel and man's survival in outer space. Illustrated.

The P-51 Mustang, Len Morgan (Morgan Aviation Books, \$2.95). The author describes his first meeting with the P-51 Mustang and then traces the P-51's from the drawing board to England during WW II.

Military men who have spent their lives in the uniform of their country acquire a unique experience in preparing for war and in waging it. No theoretical studies, no intellectual attainments on the part of the layman can be a substitute for the experience of having lived and delivered under the stress of war."

Gen. Maxwell D. Taylor / Chairman, JCS

MILITARY SUPERIORITY. In his congressional presentation supporting the "three-environment" (atmosphere; underwater; space) nuclear test ban treaty, Secretary of Defense Robert S. McNamara discussed a number of important points. Excerpts:

"The United States has nuclear superiority. We are determined to maintain that superiority. In order to believe it, we maintain a total number of nuclear warheads, tactical as well as strategic, in the tens of thousands. There have been very substantial increases in our nuclear forces over the last five years, and further substantial increases are programmed. . . .

"I regard as essential to our national security the maintenance of a military posture such that we can absorb an initial surprise attack and strike back with sufficient power to destroy the aggressor. . . .

"The limited ban is, of course, only a beginning. It will not end the threat of nuclear war. It will not reduce existing stockpiles of nuclear weapons. It will not prevent the production of nuclear weapons. It will not prevent qualitative weapons improvement of many kinds. It will retard the proliferation of nuclear weapons, proliferation which would increase the risk of nuclear wars. And, probably more important than purely military implications, the treaty should provide us with an opportunity to test the sincerity of Soviet protestations and their desire to explore more sweeping arrangements preserving the peace. It provides us with this opportunity at a minimum risk. For even if the Soviets fail to abide by this agreement and even under the doubtful contingency of Soviet testing in the prohibited environments without being detected, the United States will maintain its ability to survive a surprise attack with sufficient power to destroy the Soviet Union. . . .

"Perhaps the most serious risk of this treaty is the risk of euphoria. We must guard against a condition of complacency which allows us to become lax in our defenses. This agreement is a product of Western strength. Further progress in arms control arrangements with the Soviet Union—progress which we will want to make—depends critically on the maintenance of that strength.

"Thus, the risks under the treaty are either small or under our control, and the values of the treaty are substantial even if we consider only the military area. The scales are clearly tipped in favor of the treaty, Mr. Chairman. It has my unequivocal support."

☆ ☆ ☆

JOINT CHIEFS OF STAFF position on the nuclear test ban treaty, as presented to the Senate Preparedness Investigating Subcommittee, included these points:

"It was the judgment of the Joint Chiefs of Staff that our criteria or conditions would have to be met for a limited test ban treaty to be compatible with the national security. First, the United States should not accept limitations on testing if the Soviet Union had or could achieve a significant advantage in any militarily important area of nuclear weapon technology which, under the treaty, could not be overcome by the United States.

Second, recognizing the possibility that the USSR might take advantage of an opportunity for clandestine testing, the Joint Chiefs determined that a test ban treaty could be accepted only if clandestine testing would have no seriously adverse effect on the relative balance of military power. Third, it was considered important that withdrawal from the treaty should be uncomplicated, allowing the United States to withdraw without undue delay upon acquiring reasonable evidence of a treaty violation or in the event our national interests were imperiled. Fourth, if the conditions of criteria one and two were not completely met, the treaty must convey adequate compensatory advantages elsewhere. . . .

"It is the judgment of the Joint Chiefs of Staff that, if adequate safeguards are established, the risks inherent in this treaty can be accepted in order to seek the important gains which may be achieved through a stabilization of international relations and a move toward a peaceful environment in which to seek resolution of our differences. . . .

"The most serious reservations of the Joint Chiefs of Staff with regard to the treaty are more directly linked with the fear of a euphoria in the West which will eventually reduce our vigilance and the willingness of our Country and of our Allies to expend continued effort on our collective security. If we ratify this treaty, we must conduct a vigorous underground testing program and be ready on short notice to resume atmospheric testing. We should strengthen our detection capabilities and maintain modern nuclear laboratory facilities and programs. Finally, we must not for a moment forget that militant communism remains committed to the destruction of our society."

☆ ☆ ☆

PRESIDENT'S COMMENTS: "The treaty (limited nuclear test ban) is not a substitute for, and does not diminish the need for, continued Western and American military strength to meet all contingencies. This treaty will assure the security of the U. S. better than continued unlimited testing on both sides."

**Air
Force Point
Of View**

RESERVE CAMERA

① Recruiting Flight Nurses is a specialty for ANG's 111th Air Transport Gp., USNAS Willow Grove, Pa., and so the 10-month old 103rd Aeromed Evac Flt. now boasts of being fully "manned" with 21 nurses and a waiting list. Capt. Mary Darling, chief nurse (pointing) explains MATS mission during tour of facilities. Other nurses are at Brooks AFB, Tex., receiving advanced training. ② A joint effort by Reservists of the 435th TCWg Homestead AFB, Fla., and the city of Fort Lauderdale, Fla., accounted for a compact TV camera arriving within hours to help in the much publicized rescue efforts at the Hazleton, Pa. coal mine disaster. Instrumental in the transfer of the city-owned camera were (l-r) Col. Forrest Harsh, commander, and Capt. Robert Bubier and Joseph Bachman. ③ The "jungle" terrain at Eglin AFB, Fla., provided realistic training for Reservists of the 31st Casualty Staging Sq., Denver, Colo., during summer encampment. (l-r) Capt. David Kreble, A3C Marshal Hedge, Capt. Mary Reavis and A3C Lee Lownsberry, prepare mock casualty, A3C DeRoy Weeks, for transfer from battle area to a permanent hospital. ④ Crash rescue and firefighting are essential phases of the Air Force Reserve Recovery program. Here, Reservists of the 9216th AFRSg., Norfolk MAP, Va., get "live" training during their two weeks active duty tour at Norfolk Naval Air Station.



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Ref

NOVEMBER 1963

Major air commands stress
reliance upon Air Reserve
Forces' professionalism...

the
air reservist

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES



"Thank God for the Air Guard"

the air reservist

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AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

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Use of funds for printing this publication has been approved by Hq USAF.



Our cover is dedicated to each of the participants in the recent William Tell fighter-interceptor competition, and especially Air National Guard's winning entry, the 146th FISq., Pittsburgh, Pa. Our picture shows the enemy, a Q-2C Firebee drone target, just as it separates from its parent ship, a C-130, moments before competing teams begin their hunt-and-kill procedures.

Scanning



Air Force Reserve's low-budget, high-return Recovery program thrives ingenuity and enthusiasm . . . here Reservists of the 9533rd AFRR, Wichita, Kans., conduct a recovery exercise at the Municipal Airport, a million facility rented to the Reservists at a nominal rate of \$265 per month.

"Public awareness of economy within the defense establishment

is necessary to obtain support from the people of various innovations planned for the military," Gen. Bernard A. Schriever, commander of the Air Force Systems Command said in a recent talk before the National Security Industrial Association in Washington, D. C.

"We must conduct our business in an atmosphere where the public knows that its defense dollars are being spent wisely, efficiently and effectively," he pointed out.

He said the country cannot afford to have its security placed in danger because of a lack of management discipline in either military or industry.

The methods being used by the military and by defense-oriented industry are very much in the public eye, he stated, and both the military and industry must set an example through proper management that they are worthy of the responsibilities they have to the nation.

He pointed to the many steps taken by the Air Force in gaining this public respect and attaining its objectives for an effective deterrent.

One of the important projects undertaken was "Forecast" begun in the spring and continued through the summer and early fall. "Through

'Forecast,' he said, "we took a look ahead to evaluate our long-range technical and military requirements."

"Forecast" was conducted to find how the Air Force can apply expanding technological principles to provide for the security of the United States in the years ahead.

The study weighed every potential which would dictate Air Force capability for the period 1965-75.

Conducted by the Air Force Systems Command's Space Systems Division, it involved technological scientists and strategists from every area of the Air Force as well as highly qualified experts from industry, the scientific community and analytical field.

Reporting on the project, Gen. Schriever told his audience: "Most of the 'Forecast' data has now been assembled. We are beginning to present some of our findings to the Department of Defense.

"I think this study can be important for our future security. We need to provide a sound basis for research, engineering and design concepts today and in the years ahead."

"In conducting 'Forecast,' we had two objectives: first to attempt to accelerate those areas of technology that have the highest payoffs, and second, to identify the translation of these technologies into system capabilities."

new management practices and a new "Hard Look" at costly operations, resulted in a \$234,692 savings to the taxpayer by Air Force Reserve organizations during FY '63. Highest estimated savings in the field of real property resulted from an agreement between a CONAC troop carrier group, located at a municipal airport, and the local port authorities. The authorities agreed to furnish fire crash and rescue service using Air Force equipment. Reduction in manpower spaces because of this resulted in dollar savings of \$105,626 annually.

Another troop carrier group reduced coal consumption by nearly 1000 tons through a concerted effort by all personnel. The savings, a respectable \$19,700. This same group realized another \$18,582 savings by obtaining off-peak gas rates from a local utility firm and established a system of hot water heating which permitted operation by part-time contract personnel. Rounding out reported savings of this unit was \$37,004 due to their abandoning a proposed project for repairing a storm sewer, changing it into a joint project with the local municipality.

Reduced frequency of cleaning operations by contract for custodial services, particularly in those areas used only part-time by Reserve personnel, were initiated by two troop carrier wings, a troop carrier squadron, and seven Air Force Reserve recovery groups, for a \$6,400 savings. Headquarters CONAC at Robins AFB, Ga., also saved \$33,090 by cancelling 40 economic rental leases at locations used by Reserve Recovery organizations and consummating 38 other leases in their place. These and other savings are in keeping with the U. S. Air Force's continuing emphasis on reduced operating costs.

A number of Air Force regulations and policy changes of interest to members of the Air Reserve Forces have recently been published. Among these are:

A change in the wording of the enlistment oath required of personnel listing in the Armed Forces. In the future they will be required to swear the oath of enlistment to "support and defend the Constitution of the United States against all enemies, foreign and domestic." Previously, the wording of that part of the oath required that they swear to, "bear true faith and allegiance to the United

States of America; . . . serve them honestly and faithfully against all enemies whomsoever." The change is contained in PL 87-751 amending Title 10, U.S. Code 501. The new oath applies only to enlisted men as the changed portion reads substantially as the oath of appointment already administered to officers.

Air Force regulation 36-51, published October 1, tells the procedure for attaining career Reserve status and states policy pertaining to active

duty service commitments for officers and warrant officers. The regulation contains tables of eligible personnel categories and forms required for attaining career Reserve status.

A new manual (AFM 35-7J) implements latest Department of Defense directives and revises instructions concerning both approval and disapproval of applications for voluntary retirement by members on and off extended active duty.

see SCANNING page 4

Scanning

OFFICERS													
2		3	4	6	8	10	12	14	16	18	20	22	26
with over four years enlisted, active service.		O-3	17.33	18.17	18.83	19.83	20.83	21.67			O-10	56.00	59.50
		O-2	15.50	15.83	16.33	17.17	17.83	18.33		O-9	49.00	49.00	52.50
		O-1	12.50	13.33	13.83	14.33	14.83	15.50	O-8	43.83	45.50	47.33	
								O-7	38.50	41.17			
						O-6	24.50	25.33	29.33	30.83	31.50	33.33	36.17
				O-5	21.00	21.67	22.83	24.33	26.17	27.67	28.50	29.50	
			O-4	18.67	19.50	20.83	22.00	23.00	24.00	24.67			
O-3	14.67	15.67	17.33	18.17	18.83	19.83	20.83	21.33					
O-2	12.50	15.00	15.50	15.83									
O-1	10.00	12.50											

NEW PAY RATES FOR RESERVE FORCES

Charts show new pay scales for Reservists in pay status with over two year's service. Rates are for one drill pay period or one day of active duty. Blanks indicate a duplication of amount at left. The pay raise is a firm recruiting incentive. Now a TSgt (E-6) can earn up to \$44.00 for each training weekend.

ENLISTED													
	2	3	4	6	8	10	12	14	16	18	20	22	26
					E-9	14.50	14.83	15.17	15.50	15.83	16.17	17.00	18.67
				E-8	12.17	12.50	12.83	13.17	13.50	13.83	14.17	15.00	16.67
			E-7	10.17	10.50	10.83	11.17	11.67	12.00	12.33	12.50	13.33	15.00
		E-6	8.67	9.00	9.33	9.67	10.17	10.50	10.83	11.00			
	E-5	7.33	7.67	8.17	8.50	8.83	9.17	9.33					
E-4	6.00	6.33	6.83	7.17	WARRANT OFFICERS								
E-3	4.83	5.17	5.50		W-4	16.67	17.83	18.67	19.33	19.83	20.50	21.17	22.83
E-2	4.00			W-3	14.50	15.33	15.83	16.33	16.83	17.33	18.00	18.67	19.33
E-1	3.67		W-2	12.50	13.17	13.67	14.17	14.67	15.17	15.67	16.17	16.83	
		W-1	11.00	11.50	12.00	12.50	13.00	13.50	14.00	14.50	15.00		



Air Force Reservists who as civilians are noted educators, used active duty tours to add their skills to USAF's Programmed Learning study. At Bolling AFB, Wash., D.C., team leader Lt. Col. McKelvie (seated) confers with (l-r) Capt. T. Cheesman and Maj. J. Bardell, G. Farrell, and J. Valentine.

The tag is to be of nonlustrous ultramarine plastic, indicating the last name only. The tag will be centered directly above the right breast pocket on the coat, jacket or outer garment shirt. When authorized unit citations are worn above the right breast pocket of the coat or jacket, the tag will be centered on the flap of the pocket immediately below the emblem. Name tags currently in use may be worn until July 1.

Name tags may be worn only while on duty on-base.

A Reserve airlift to aid victims of typhoon "Gloria" on Formosa, departed Richards-Gebaur AFB, Kansas City, Mo., on October 20. The giant C-124 aircraft with a 20,000-pound cargo of wheat, blankets and clothing, was manned by a crew of Air Force Reservists from the 442nd Troop Carrier Wing's 304th Troop Carrier Squadron.

This is the first mission of this type flown by Reservists who will be assigned to the Military Air Transport Service upon mobilization.

Crew members were: Maj. Robert J. Shippee, aircraft commander; Maj. Herbert A. James, pilot; Capt. Anthony Maimor and Byron C. Maddox, co-pilots; Maj. Elwin S. Elswood and Capt. Louis J. Klugherz, navigators; TSgts. John L. Dike and Paul J. Isham, flight engineers and A1C John K. Gulick, loadmaster.

The flight was scheduled to take the Reserve crew to Tachikawa AB, Japan, via California, Hawaii and Wake Island. They were scheduled to arrive in Japan on October 24, where the cargo would be off-loaded for a MATS flight to Taiwan.

A revised On-the-Job Training Program whereby airmen will

be required to complete certain Extension Course Institute (ECI) Career Development Courses pertaining to their AFSC as part of their training is being implemented by the Air Force. The processing and grading of career development courses must be accomplished within ECI's current manpower authorization. It is quite apparent that manpower savings will have to be made in other areas. One of the measures proposed is the discontinuance of retake examinations on ECI courses.

At present ECI students who fail a lesson may take the same examination over in an attempt to get a better grade. Failure of a lesson does not mean a failing grade for the course, however, since the grades attained on all of the volumes or lessons in the course are averaged in computing the final (average) grade for the course. Further, repeated failures in ECI does not prevent a student from continuing the course in which enrolled. Therefore, the elimination of retake examinations should have little effect on the successful completion of an ECI course. In addition, the validity of retesting by using the same examination is questionable.

The Air Staff, Continental Air Command, and the National Guard Bureau have concurred in the proposed elimination of retake examinations on ECI courses, effective Jan. 1, 1964. It is important, however, that all Air Reserve and Air Guard students be thoroughly aware of the change in policy, so that they will not count on a retake opportunity to pass an ECI lesson examination of point credit.

Eighteen thousand feet above the Atlantic Ocean a perky bright-eyed young lady helps a blind soldier light a cigarette; a machinist brings a warm bottle of milk to a blue-eyed baby with bandaged legs and a radar technician helps a cast-bound airman turn the pages of a magazine.

Are these people "playing hospital?" Hardly! They are Air National Guardsmen engaged in serious business—helping the U. S. Air Force's 1454th Aeromedical Evacuation Squadron transport gravely ill military personnel and their dependents from the Rhein-Main Air Base in Germany, back to the United States.

Each year for 15 days these Guardsmen apply their medical skills and knowledge to the world-wide mission of the Military Air Transport Service's Aeromedical Evacuation Service. They and others like them make up the 103rd Aeromedical Evacuation Flight with headquarters at the USNAS Willow Grove, Pa.

The pretty young lady helping the blind soldier is Miss Carol Murphy. She normally works as a pediatric nurse in the Festerville City Hospital, Pa., but the soldier knows her as Lieutenant Murphy. The machinist feeding the baby is Charles Schaler—Staff Sergeant Schaler to his fellow airmen. A1C Gilbert Canonica is the young radar technician who is turning the magazine pages.

The responsibility of these Reservists, who are part of the many Reservists who continually train with the 1454th Aeromed is a vital one. Rhein-Main Air Base, is the focal point for all air evacuation flights to the United States. Patients are brought from points throughout the European theater to either the Air Force Hospital at Wiesbaden or the Army Hospital in Frankfurt. Here the cases are diagnosed closely, and if it is decided that the cases are serious enough to warrant further treatment at specialized centers in the United States, the patients are scheduled to be returned on an air evacuation flight.

Since most of the persons who require return to the United States are partially or totally incapable of helping themselves, it becomes the job of the Aeromed Flight Nurse and the Aeromed Technician to see that the personal records, passports, shot records and other data are in order; in addition to their "regular" medical care. Such matters result in a great deal of work for those charged with his care.

"MATS" Air Force Reserve units will continue to receive an even larger number of training sessions than ever before...the mission of Reserve Forces, assigned to MATS is to provide added global airlift capability..."

General Joe W. Kelly / Commander, Military Air Transport Service

FOURTEEN Air Force Reservists made the change from business to flying suits and successfully completed the first global airlift mission of the Military Air Transport Service's 2nd Troop Carrier Wing (Reserve). Occupations of the flying Reservists ranged from salesman to doctor.

The 442nd, with headquarters at Barksdale AFB, Mo., is made up of five widely scattered troop carrier groups, each equipped with C-124 "Globemasters." On July 1, 1963, the 442nd and each of its groups were transferred from the Tactical Air Command to MATS. In the meantime the units are under the command and administrative jurisdiction of the Continental Air Command, and are gained by MATS in wartime. MATS, therefore is charged with their supervision of training and inspection all times and also provides operational control while the units are performing MATS directed missions along its routes.

As soon as MATS acquired the C-124 units it gave them a brand new assignment—becoming an active member of the MATS global airlift team. It wasn't long before the first of this new role fell to the wing's 16th TCGp. and its 78th TCSq., based at Barksdale AFB, La.

Numbering into the air from that Louisiana base in the early dawn of June 26, the squadron's C-124 was flown by an augmented crew of 16. The word augmented meant the crew was a mixture of Air Force Reservists, Air Reserve Technicians, and Regular Air Force advisors.

The big C-124, "Old Shakey," was based at Travis AFB, Calif., home of the Western Transport Air Force (WESTAF) which is headquarters of MATS' Pacific airlift arm. The purpose of the mission was to accomplish a MATS assignment and at the same time familiarize the Reservists with MATS routes and procedures, and to qualify them for aircrew positions. The Regular Air Force MATS flight examiners were on hand for that purpose.



Checking cargo...on C-124 flown across Pacific by 442nd TCWg., is SSgt. Willie E. Ford.

The aircraft was under the command of Maj. Maurice D. Shimic, an Air Reserve Technician at Barksdale, who commented, "Flying 'Shakies' is not really new to me, but doing it for MATS and over the 'big pond' is a new and challenging experience."

Like the other units of the 442nd wing, when the squadron belonged to the Tactical Air Command, its flying was confined to the continental U. S. The major, who is also the squadron's flying safety officer, added, "I'm glad to be in MATS, even in a Reserve status, particularly because of its unusually high safety standards."

This mission, with destination Tachikawa AB, Japan, via Hickam AFB, Hawaii, and Wake Island, saw the first Reserve troop carrier group fly a MATS mission within the WESTAF system since the 442nd TCWg. was acquired last summer.

A year-round training program is standard with the 917th and this crew took advantage of the "Texas Plan," whereby a Reservist can select his active duty to coincide with the needs of the gaining command.

"I took one week's vacation and one week without pay to make this trip," said Capt. Thomas R. Post, who as a civilian is a salesman.

Besides Major Shimic and Captain Post, the participating Air Force Reservists were: Maj. Richard S. Meriam, Capt. Benjamin Voss, Harold W. Bierman, Albert G. Hammett, Guy K. MacFarland, John J. Pottier, MSgts. James C. Cox, Donald K. Scott, Edward F. Roberts, TSgt. Lew G. Lund, SSgts. Willie E. Ford and Stanley J. Yasko. The USAF advisors were: Maj. Silas S. Nettles and MSgt. Arthur F. Reason, Jr.

Each of the Reservists is from the Shreveport, La., area and considers himself an ordinary citizen leading an ordinary life. The Air Force and especially MATS disagree. They know that men such as these are not only citizens, but citizen/airmen—forming a strong Reserve team and an integral segment in Air Force's "Total Force" structure.

MATS:

"added global

airlift

capability..."

by
A2C Robert L. Stewart,
Hq. Western Transport Air Force



Brig. Gen. I. G. Brown, Asst. Chief NGB for Air (r) presents Spatz Trophy to Lt. Col. Richard Lynch, commander 135th Air Commando Gp., Baltimore, Md., as Lt. Gen. Milton Reckord (l) and Col. Edwin Warfield watch.

■ SCANNING from page 4

Praise for great Air Guard progress and accomplishment and a

promise of more to come as soon as some problems can be solved, was the theme of all the speakers at the 85th Conference of the National Guard Association last month.

Maj. Gen. Curtis R. Low, assistant chief of staff for Reserve Forces, expressed the speakers' opinions of the Air Guard's capabilities and accomplishments when he said, "A sign in one Air Force office reads: 'We have done so much for so many for so long with so little that now we can do everything for everybody with nothing.'"

Maj. Gen. Winston P. Wilson, new chief of the National Guard Bureau, made his first major policy speech at the conference and announced several new concepts of importance.

The most important of these is General Wilson's "One Team" concept. He plans to take several steps to bring the two sides of the National Guard Bureau, Army and Air, and eventually the Army and Air National Guard in the field much closer together, in order to promote a better exchange of ideas between the two forces and greater cooperation—to make the National Guard truly "One Team."

General Wilson plans to hold joint staff meetings from the two sides of the Bureau. Joint exercises and planning committees using both Army and Air National Guardsmen can be looked for in the future.

He has urged Air National Guard

units, who as a result of the very successful "Try One" program are at peak strength, to refer applicants to Army Guard units for enlistment.

During the four-day conference, Guardsmen from all over the U. S. heard Gen. Walter C. Sweeney, Jr., commander, Tactical Air Command, praise the Guard for its participation in the Cuban crisis by bringing a large portion of its units to a "... high peak of readiness ... only a phone call away from call-up."

They heard Maj. Gen. R. J. Clizbe, deputy chief of staff/Plans for Military Air Transport Service, commend the efficiency and versatility of the Air National Guard units assigned to MATS. He said, "As an example, I bring to your attention the recent successful aircraft transition of Phoenix, Arizona's 197th Air Transport Squadron. Two years ago the 'Copperheads' performed with distinction in Europe during the Berlin crisis with supersonic F-104 jet interceptors ... Those same Arizona fighter men are now piloting C-97 transports and doing a great job of it."

As another example General Clizbe mentioned the seven Air National Guard squadrons who transitioned from twin-engine C-119s to four-engine C-121s recently. They received training from both the active Air Force and from Naval personnel. The General Clizbe commended the Guard on the fine job they had done.

High-level speakers at the conference also made mention of the problems the Air Guard faces and offered some answers. Both General

Sweeney and Secretary of the Air Force Zuckert made mention of the perennial equipment problem in the Reserve Forces. Both also saw some reason for hope. General Sweeney said that though there had been a small delay in equipping Guard units with century-series aircraft, this delay had now been surmounted and the flow of new equipment into regular forces will soon release more aircraft for assignment to Guard units.

For the first time in the history of the Air National Guard's Spatz Trophy presentations, both first and second place winners this year were from the same state. They were the 135th Air Commando Group of Baltimore, Md., which won the coveted award with a score of 885 points out of a possible 900, and its neighboring 175th Tactical Fighter Group, also of Baltimore, which placed second.

The trophy is awarded annually to the ANG tactical flying unit judged outstanding in flying safety, average annual in-commission rate, unit alerts, reenlistments, officer and airman manning and operational readiness.

The 135th can claim another first as it is the first non-jet unit to receive the coveted award.

This year's presentation was made at the National Guard Association convention in Philadelphia, Pa. Less than a month earlier the 135th received the Air Force Association's Outstanding Unit Award. Last month's AIR RESERVIST magazine inadvertently reported the 135th as having received the Winston P. Wilson Trophy. The latter trophy was won this year by the 155th Fighter Group, Lincoln AFB (Neb.-ANG). The Winston P. Wilson Trophy is awarded to ANG's outstanding all-weather fighter unit.

This is the second year in a row that the 155th has received the trophy. It was presented during the annual Night Fighter Association's September meeting in Wash., D. C.

Other presentations made during the National Guard Association convention included trophies presented to the top Air Defense Command, Tactical Air Command and Military Air Transport Service ANG units.

Receiving the TAC award was the 113th Tactical Fighter Group, (D.C.-ANG) of Andrews AFB, Md.

Named top ADC unit was the 158th Fighter Group, Burlington MAP, (Vermont-ANG).

Top MATS unit was the 138th Air Transport Group of Tulsa and Oklahoma City, (Okla.-ANG).

Air Force views on proposed Senior Reserve Officer Training Corps legislation were presented recently to the House Committee on Armed Services.

The gist of testimony by Benjamin V. Fridge, special assistant to the Secretary of the Air Force for manpower, personnel and Reserve Forces, was that the ROTC law should be modernized to place more emphasis on present needs of the military.

Mr. Fridge said that the major difficulties of the program at present are the result of the outmoded legislation of 1916 which established the ROTC to produce large numbers of college trained officers for an inactive reserve force. The restrictive nature of the act made it impossible to alter the present program to fit its new mission, that of providing both regular and reserve officers for the active establishment.

Mr. Fridge urged legislation which would permit the implementation of a two-year merit scholarship program to supplement and perhaps replace the present four-year ROTC programs. He told the legislators that the proposed legislation (HR 8130) should provide sufficient incentive to cause many young men to apply for training under the program and thus provide a broad base of selection; make it possible for all sophomores in college, including junior college transfers, to compete for enrollment under the program and further broaden the base of selection; make it easier for quality science and engineering students to enroll; make it possible to be more selective in instructor assignments by reducing the number of officers required to teach and lower the cost of the program when fully implemented by having military instruction provided on military establishments.

The Air Force favors an in-college officer development program rather than having to rely solely on Officer Training Schools for its annual input of 13,000 new officers.

In summarizing, Mr. Fridge said: "Our alternatives are (1) to continue the present ROTC program under the restrictive 1916 laws; (2) rely more heavily on producing officers from OTS to the exclusion of ROTC, which I feel sure is unacceptable both to the Air Force and the educational institutions; or (3) improve the present ROTC system to make today's and tomorrow's production in line with today's and tomorrow's needs."



Maj. Gen. James Cantwell, Pres., National Guard Assn., (at right in each photo) presents NGA awards to top Guard units of Air Force's major air commands. Accepting are (1) Lt. Col. Robert Goyette for 158th FtrGp., Burlington, Vt., (ADC) (2) Maj. Gen. William Abendroth and Col. William McCall, for 113th TacFtrGp., Wash., D.C. (TAC) (3) Lt. Col. Gerald Stevenson, for 138th AirTransGp., Tulsa, Okla., (MATS).

BRIEFLY...

Civil Air Patrol's International Air Cadet Exchange program may become world-wide if negotiations between the Australian Commonwealth Air Patrol and Asian nations are satisfactorily concluded. Col. A. A. Wilson, deputy commander of the Australian CAP, reports that his organization has high hopes of establishing an Asian Exchange similar to the present one by 1964. Countries in agreement are Malaysia, Japan, Formosa, Burma, India, Pakistan and Thailand, while others are still considering the program. Participating in CAP's present International Exchange are countries of Europe, Central and South America, the Near East, Canada and the U.S.

Being "good neighbors" with the local Air National Guard has resulted in a bonanza for cadets of three Civil Air Patrol squadrons at Charleston, (W.Va's.) Kanawha Airport. Lt.Col. E. E. Price, CAP's Area Two coordinator and Maj. Fleetwood Gunthrie, commander of the ANG's 130th Troop Carrier Squadron, have scheduled a series of orientation flights for the CAPers. The flights, which are made in a HU-16B Albatross, have been manned by the same Air Guard crew, who volunteered their services.

A Board will convene at Air Reserve Records Center on January 6-7 to consider approximately 250 majors, captains, and 1st lieutenants, for unit or mobilization assignment vacancies. To be eligible, majors and captains must have a promotion service date on or before November 30, 1959, and 1st lieutenants, on or before November 30, 1961. Recommendations by commanders must be received by December 6, 1963.

AFLC:

"quality and productive accomplishments"

"There's no such thing, in our eyes, as an active Air Force man and an Air Guardsman. They're all part of GEEIA and the only question we ask is, 'Can they do the job?'"

The speaker, standing in the hot Florida sun, was gazing up at a Saturn missile that rested majestically on its launching pad at Cape Canaveral. He pointed to some airmen who were working about half-way up the multi-tiered gantry that surrounded the missile. "Those men," he said, "are from a New York Air National Guard GEEIA unit. They're installing a communications system that will link the missile area with the control bunker. They come out here and do a day's work with the best the Air Force has to offer and they require little or no supervision or technical guidance. They're professionals."

This man was not a casual observer. He was an official from Headquarters, Ground Electronics Engineering Installation Agency (GEEIA)—a highly technical arm of the Air Force where nothing less than perfection is acceptable. The Air Guardsmen he was watching were members of the 213th GEEIA Squadron of Roslyn, N.Y., one of 15 GEEIA and two communications maintenance squadrons of the ANG which have been quietly but steadily redefining the word "training" over the past six years. Today, "doing" has replaced "training" and no one is more pleased with the result than the Air Force.

Each summer, in vital Air Force installations across the country—

from Vandenberg Air Force Base in California to Cape Canaveral in Florida—nearly 2500 of these Guardsmen spend their two-week active duty encampments working on high-priority jobs which have included Minuteman and Atlas projects, as well as support of John Glenn's Mercury shot. In addition, they have installed new telephone systems, expanded old ones, strung wire, laid cable, erected antennas, installed intercom and radar systems and repaired radios. But for these Guardsmen, many jobs would have been delayed for weeks and even months—and even then, because of the heavy commitments of the active Air Force GEEIA units, they would have to be given out to private contractors. It has been estimated that during this year's field training period alone, the Air Guard GEEIA-men put in more than 90,000 productive man hours on active Air Force projects and in so doing, have saved the Air Force nearly \$800,000.

These Air Guard GEEIA and communications squadrons are located in 13 states: California, Georgia, Illinois, Louisiana, Maine, Massachusetts, Missouri, New York, Oklahoma, Pennsylvania, Tennessee, Texas and Washington. Officially, they are assigned to the Air Force Logistics Command, but the training responsibility for them has been delegated to Headquarters, GEEIA, at Griffiss AFB, Rome, N. Y.

A scant ten years ago, the summer training of these units consisted of little more than putting up two telephone poles and stringing wires between them, and then taking it all down again for the next team to work with. In short, they *practiced*—over and over again—against the time when they might be mobilized and called upon to do a real job. Today, the jobs come their way as fast as they can handle them, and mobilization, should it come, would only serve to intensify their activities, not to alter them.

How have these units progressed from part-time airmen to qualified professionals in less than a decade? The answer is, they haven't changed—at least, not to any great extent. The Air Force has just recognized their capabilities and has begun to



**"The effectiveness of
the productive accomplishments
of the personnel involved."**

Typical of Air National Guard's continuing cooperation with the Regular Air Force in accomplishing GEEIA missions is this scene at Cape Canaveral in the shadow of a Saturn missile's multi-tiered gantry . . . side-by-side Guardsmen and Regulars "get the job done."



Guard GEEIA] training program is shown by the quality and ing these training sessions and the increased technical skill of
Brig. Gen. Haskell E. Neal/Commander, GEEIA

use them for day-to-day USAF-programmed projects.

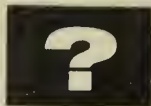
These qualifications are considerable. In the 213th Squadron, for example, six of the eight officers are employed by the New York Telephone Company and 45 out of the 92 men who were at Cape Canaveral this summer work in closely related fields—mostly with local telephone companies and electronics firms. In addition, 57 of the Guardsmen are technical school trained, having graduated from courses that average nine months in length, and 15 have served previously on active duty in the communications field. As if this weren't enough, an impressive 65 per cent of the unit members have had some college training. With this kind of professionalism, it would have been a waste of manpower not to use the Guardsmen.

So effective have the Air Guard GEEIA squadrons been, in fact, that the Air Force is now using them the year 'round—during their regular weekend training assemblies as well as during summer encampment. While it is impossible for the units to travel to distant air bases more than once a year, they find plenty to do right around home. Most GEEIA squadrons are located in dense population areas, near active Air Force or the larger Air National Guard installations, and they find no dearth of equipment to install and repair.

National Guard "training" has come a long way from the 1941 Louisiana Maneuvers when equipment was so short that brooms were used for machine guns and trucks were labeled "tank." Indeed, a revolution has taken place, almost unobserved, and the Air Guard GEEIA units have been leading the way. Perhaps the best measure of how far they have come can be drawn from a statement made recently in an official Air Force letter of commendation to one of the GEEIA units from California. "Personnel of the 216th GEEIA Squadron [the commendation reads] conducted themselves in a very competent and professional manner. They required no technical guidance or supervision. They also provided valuable training for our assigned maintenance technicians."

That's quite a compliment for a bunch of part-timers.

QUESTIONS & ANSWERS



How do I apply for EAD? Please send me the necessary forms and any pertinent information about recall. I am a pilot, but if necessary would consider recall in a nonrated specialty. The recall quota for nonrated officers for FY '64 has been filled. Lieutenants who have not reached age 34 and captains who have not reached age 37 are being considered for recall in a rated specialty provided individual has flown a military aircraft since July 1, 1959. There is no requirement at the present time for helicopter pilots and navigators. Officers are recalled for an indefinite period and in the permanent Reserve of the Air Force grade held at time of recall. Officer should complete AF Form 125, in duplicate, and submit it through his Reserve unit of assignment to ARRC, for review and recall consideration. Submission of application is not a guarantee of EAD.

My retirement year ended on June 30. I forwarded ECI course completions to the Institute on July 1 expecting them to be dated in July and credited to the following retirement year. The ECI certificates were dated June and points posted to the wrong year. Why? Page 11, ECI Catalog, 1963, indicates that Reservist's answers to examinations are predated five days from receipt in the Institute. Reserve personnel requesting credit in a particular year should allow five days for pre-dating or forward the answers by certified mail as certified mail will be dated upon receipt in the Institute.

I am an Air Force Reservist assigned to a troop carrier unit. Can I obtain a conditional release in order to transfer to the Air National Guard? You may request a conditional release for the purpose of transferring to the ANG. Processing procedures are contained in paragraph 10c, AFR 45-35. Release of members of the Air Force Reserve (not on extended active duty) for transfer to the ANG for the sole convenience of the individual is not authorized, and such transfer must be necessary and in the best interests of the Air Force. The approval of such a request lies with the Air Force Reserve unit commander or commander of the administrative unit having custody of the field personnel records.

EXTENSION COURSES



The Extension Course Institute (ECI), Gunter AFB, Ala., announced recently that 14 ECI courses have been deleted from the Institute's curriculum and beginning early this month will be reactivated as Career Development Courses. This action is being taken to coincide with the Air Force's revised on-the-job training program, which now splits it into two phases, practice and theory. The practical training of students will still come from immediate supervisors; theory will be available through correspondence study of the career development courses.

A total of 17 career development courses have been prepared, but students should not apply for these courses until notification is received from ECI that they are available. Then, applications must be approved by education or training officers as applicable. Listed below are the deleted ECI courses, the new career development courses, their title and the Air Force Specialty

Code to which they apply:

ECI NO.	CDC No.		AFSC
3027	30150	Aircraft Radio Repairman	30150
*3028	30111	Aircraft Electronic Navigation Equip	30151B
3051A		Repairman (Gen)	
3230	32350	Defensive Fire Control Systems Mechanic	32350
4213	42350	Aircraft Electrical Repairman	42350
4213	44150	Missile Electrical Specialist	44150
4221	42250	Instrument Repairman	42250
4231	42151	Propeller Repairman	42151
4241	42251	Mechanical Accessories and Equipment Repairman	42251
4251	42152	Aircraft Pneudraulic Repairman	42152
4251	44250	Missile Pneudraulic Repairman	44250
4311	43251	Reciprocating Engine Mechanic	43251
4312	43250	Jet Engine Mechanic	43250
4313	43112	Aircraft Mechanic Reciprocating Engine Aircraft	43151A
4315	43111	Aircraft Mechanic, Jet	43151 C&E and 43171 C&E
4351	43150	Helicopter Mechanic	43150
4621	46250	Weapons Mechanic	46250
5341	53450	Airframe Repairman	53450

* Courses 3028 and 3051A will be held open temporarily to permit students who have completed either course to enroll in the other, rather than in the CDC. The combination of courses 3028 and 3051A will provide the student with information identical to that in CDC 30111.

AEROSPACE LIBRARY



Animal Astronauts: They Opened the Way to the Stars, Majors Clyde R. Bergwin and William T. Coleman, USAF (Prentice-Hall, \$3.95). A study of the contributions made by animals to the USAF and Soviet space programs and the continuing need for them in research.

They Call It Intelligence: Spies and Spy Techniques Since World War II, Joachim Joesten (Abelard-Schuman, \$5.50). The author describes the structure of key espionage agencies in the U. S., England, France, the two Germanies and Russia.

Famous Pioneers In Space, Clarke Newlon (Dodd, Mead, \$3.00). A brief look into the lives of seventeen pioneers of space including such personalities as Goddard, Van Allen, Von Karman, General Schriever, the astronauts and cosmonauts.

Flights Of The Astronauts, William R. Shelton, illustrated by Robert Curran (Little, Brown, \$3.75). The space flights of Alan Shepard, Virgil Grissom, John Glenn and Scott Carpenter, as told by an observer.

Conflict In The Shadows: The Nature and Politics of Guerrilla War. James Eliot Cross (Doubleday, \$3.95). An analysis of the history of guerrilla warfare, military and political implications and the means of combatting it.

The United States In World War I, Don Lawson (Abelard-Schuman, \$3.50). An account of the American Expeditionary Forces of WWI.

"Ta Ta, Tan Tan" ("Fight fight, talk talk"): The Inside Story Of Communist China, Valentin Chu (Norton, \$4.95). "Fight fight, talk talk" is a phrase used by the Communists describing their subjugation of China.

A Short History of Espionage: From The Trojan Horse to Cuba, Allison Ind, Col., AUS (Ret) (McKay, \$5.50). A history of spies, spying and counterspying by a man who helped organize Air Intelligence at Manila and Mindanao during WWII.

Help Wanted

LEGEND: To identify Air Force Reserve vacancies, O-2 stands for first lieutenant; O-3 for captain; O-4 for major; O-5 for lieutenant colonel. Where openings exist in the same Air Force Specialty Code (AFSC) for more than one grade, the lowest and highest grades are indicated. Example: O-2/5 means there are openings for grades first lieutenant through lieutenant colonel. Enlisted: The AFSC identifies the job title. The letter "X" in an AFSC (646X0) indicates openings in more than one grade. E-2 indicates airman third class; E-3, A2C; E-4, A1C; E-5, SSgt; E-6, TSgt; E-7, MSgt; E-8, SMSgt; and E-9, CMSgt. Example: 702X0, E-3/7 indicates openings for airmen second class to master sergeant in the administrative career field. The following vacancies are of Air Force Reserve Mobile Communication and Air Rescue Squadrons.

ALABAMA
Field, Det. 5, 13 Mbl. Comm.
 Officer: (O-2/3 one opening in 3034). Enlisted: 272X0A&B, E-3/7; 293X0, E-3/5; 303X1, E-4/6; 304X1, E-4/5; 304X4, E-4/7; 30X0, E-3/5; 421X3, E-2/5; 30B, E-4.

ARIZONA
Monahan AFB, Det. 5, 11 Mbl. Comm. Sq. Enlisted: 272X0A&B, E-3/7; 293X0, E-4/5; 303X1, E-4/6; 304X1, E-4/5.

Det. 7, 12 Mbl. Comm. Sq. Officer: (O-2/3 one opening in 3034). Enlisted: 272X0A&B, E-3/7; 303X1, E-4/6; 304X1, E-4/5; 304X4, E-6/7; 363X0, E-4/5; 421X3, E-3/5; 646X0, E-5.

Det. 4, 12 Mbl. Comm. Sq. Enlisted: 272X0A&B, E-3/7; 303X1, E-4/6; 304X1, E-4/5; 304X4, E-3; 363X0, E-3/5; 421X3, E-3/6.

302 Air Rescue Sq. Enlisted: 421X2, E-3; 432X1, E-4/5; 431X1A, E-3/5; 534X0, E-3; 646X0, E-3/5; B921X0B, E-5/7.

CALIFORNIA
Hilton AFB, Det. 5, 12 Mbl. Comm. Sq. Officer: (O-2/3 two openings in 3034). Enlisted: 272X0A&B, E-3/7; 293X0, E-4/5; 303X1, E-4/6; 304X1, E-3/5; 304X4, E-3/5.

Det. 7, 11 Mbl. Comm. Sq. Officer: (O-2/3 one opening in 3034). Enlisted: 272X0A&B, E-3/7; 303X1, E-4/6; 304X4, E-3/7; 363X0, E-3; 421X3, E-2/6.

Det. 6, 12 Mbl. Comm. Sq. Officer: (O-3 one opening in 1634B). Enlisted: 272X0A&B, E-4/7; 293X0, E-6; 303X1, E-3/6; 304X1, E-4/5; 363X0, E-3/5.

303 Air Rescue Sq. Officer: (O-2/3 one opening in 1035A). Enlisted: 271X0, E-4; 301X0, E-5/6; 301X1B, E-4/5; 431X1A, E-3/5; 646X0, E-4/5; B921X0B, E-5; 922X0A, E-4/5.

Det. 12 Mbl. Comm. Sq. Officer: (O-3 one opening in 3034). Enlisted: 272X0A&B, E-4/7; 293X0, E-4/6; 303X1, E-4/6; 304X1, E-3; 304X4, E-3/7; 421X3, E-4/5.

FLORIDA
Westend AFB, 301 Air Rescue Sq. Officer: (O-2/3 one opening in 1035A). Enlisted: 272X0A&B, E-3/7; 293X0, E-4/5; 303X1, E-4/6; 304X1, E-3/5; 431X1A, E-4/5; 431X0, E-9; 432X1, E-4/5; 434X0, E-6; 46X0, E-4/5; 702X0, E-3/5; 732X0B, E-6; B921X0B, E-5/7.

MacDill AFB, Det. 6, 13 Mbl. Comm. Sq. Officer: (O-2/3 one opening in 1634B). Enlisted: 272X0A&B, E-4/7; 293X0, E-4/5; 303X1, E-4/5; 363X0, E-4/5; 421X3, E-4/6.

GEORGIA
Hunter AFB, Det. 3, 13 Mbl. Comm. Sq. Officer: (O-2/3 one opening in 1634B). Enlisted: 272X0A&B, E-4/7; 293X0, E-4/5; 303X1, E-4/6; 421X3, E-2/5; 646X0, E-4/5.

Robins AFB, Det. 7, 13 Mbl. Comm. Sq. Officer: (O-2/3 one opening in 3034). Enlisted: 272X0A&B, E-3/7; 293X0, E-3/5; 303X1, E-3/6; 363X0, E-4/5.

ILLINOIS
Scott AFB, 11 Mbl. Comm. Sq. Officer: (O-2/3 one opening in 1634B). Enlisted: 272X0, E-6/7; 291X0, E-2/7; 293X0, E-3/7; 304X0, E-4/5; 304X1, E-6; 304X4, E-3; 363X0, E-4/5; 421X3, E-2/5; 471X1, E-4/5; 646X0, E-4/5; 702X0, E-4/5.

MICHIGAN
Selfridge AFB, Det. 1, 11 Mbl. Comm. Sq. Officer: (O-2/3 one opening in 3034). Enlisted: 272X0A&B, E-4/7; 304X4, E-3.

305 Air Rescue Sq. Officer: (O-2/3 one opening in 1035A). Enlisted: 271X0, E-4; 301X0, E-5/6; 301X1B, E-4/5; 431X1A, E-3/5; 646X0, E-4/5; B921X0B, E-5; 922X0A, E-4/5.

MISSOURI
Richards-Gebaur AFB, Det. 2, 11 Mbl. Comm. Sq. Officer: (O-2/3 one opening in 1634B). Enlisted: 272X0A&B, E-4/7; 303X1, E-4/6; 304X1, E-3; 421X3, E-3/5; 732X0B, E-4.

NEBRASKA
Offutt AFB, Det. 3, 11 Mbl. Comm. Sq. Enlisted: 272X0A&B, E-4/7; 293X0, E-3; 303X1, E-4/6; 304X1, E-4/5; 304X4, E-6/7; 421X3, E-4/5.

NEW YORK
Suffolk Co. AFB, Det. 4, 11 Mbl. Comm. Sq. Enlisted: 272X0A&B, E-4/7; 293X0, E-3/6; 303X1, E-3/6; 304X1, E-3/5; 304X4, E-3/5; 363X0, E-4/5; 421X3, E-4/5; 646X0, E-5; 732X0B, E-4.

OHIO
Wright-Patterson AFB, Det. 6, 11 Mbl. Comm. Sq. Officer: (O-2/3 one opening in 1634B). Enlisted: 272X0A&B, E-4/5; 293X0, E-3/5; 303X1, E-4/6; 304X4, E-4/5; 363X0, E-3; 421X3, E-2/5.

OKLAHOMA
Tinker AFB, 13 Mbl. Comm. Sq. Officer: (O-4 one opening in 1634B). Enlisted: 272X0A&B, E-3/7; 291X0, E-2/7; 293X0, E-3/7; 301X1B, E-7; 303X1, E-4/6; 304X0, E-3/5; 304X1, E-4/6; 304X4, E-3; 363X0, E-4/5; 421X3, E-2/5; 471X1, E-4/5; 702X0, E-4; 732X0B, E-4.

OFFICER

1035A Pilot Search Rescue 3234C Avionics (other)
 1634B Air Traffic Controller 3034 Communications
 6424 Supply

ENLISTED

271X0 Air Operations Spec/Supv
 272X0A&B Air Traffic Control Opr/Tech (other and Radar)
 291X0 Comm Ctr Spec/Supv
 293X0 Ground Radio Opr/Opns Supv
 A293X2 Airborne Radio Opr
 301X0 Acft Radio Rpmn/Tech
 301X1B Acft Elect Nav Equip Rpmn/Tech
 303X1 Air Traffic Control Radar Rpmn/Tech
 304X0 Radio Relay Equip Rpmn/Tech
 304X1 Flt Facilities Equip Rpmn/Tech
 304X4 Ground Radio Comm Equip Rpmn/Tech
 363X0 Comm & Relay Ctr Equip Rpmn/Supv (electro-mech)
 421X3 Aerospace Ground Equip Rpmn/Tech
 431X1A Acft Mech/maint tech (recip eng)
 A431X1A Acft Mech/Maint Tech (Recip Eng)—flying
 432X1 Recip Engine Mech/Tech
 434X0 Maint Analysis Tech
 471X1 Automotive Rpmn
 534X0 Airframe Rpmn
 646X0 Organ Supply Spec/Supv
 702X0 Admin Spec
 732X0B Personnel Spec/Tech (Manual)
 B921X0B Rescue & Survival Spec/Tech (para-scuba)
 922X0A Personal Equip Spec (general)

Positions offer up to 48 paid drills, a 15-day tour of active duty annually, retirement points, and possible promotion. Applicants should write directly to unit of choice, giving full name, address, grade and Air Force Specialty Code (AFSC).

OREGON
Portland IAP, 304 Air Rescue Sq. Officer: (O-3 one opening in 1035A). Enlisted: 431X1A, E-3/5; A431X1A, E-4/5; 431X0, E-8/9; 434X0, E-6; 646X0, E-6; 732X0B, E-5; B921X0B, E-5.

Kelly AFB, Det. 4, 13 Mbl. Comm. Sq. Enlisted: 272X0A, E-3/7; 293X0, E-4/5; 304X1, E-4/5; 304X4, E-4/5; 363X0, E-4/5; 421X3, E-3/6.

UTAH

Hill AFB, Det. 1, 12 Mbl. Comm. Sq. Officer: (O-2/3 one opening in 3034). Enlisted: 272X0A&B, E-3/5; 293X0, E-3; 303X1, E-4/6; 304X4, E-3; 421X3, E-2/5; 646X0, E-5.

WASHINGTON

Fairchild AFB, Det. 3, 12 Mbl. Comm. Sq. Officer: (O-2/3 one opening in 3034). Enlisted: 272X0A&B, E-3/7; 293X0, E-6; 303X1, E-4/6; 304X4, E-3/7; 363X0, E-4/5.

All Air National Guard units are eligible, and encouraged to make known their officer and enlisted personnel vacancies through publication in the "Help Wanted" section of "The Air Reservist" magazine. To do so, send unit lists to: National Guard Bureau, Office of Public Affairs, Pentagon, Wash. 25, D. C.

"ADC is proud to have the Air Guard as full-fledged members of the Air Defense team. They provide a stability that is vitally important to us. They stand their share of runway alerts . . . Thank God for the Air Guard . . ."

Lt. Gen. Herbert B. Thatcher,
Commander, Air Defense Command

Air National Guard's representative fighter-interceptor team went into the recent William Tell competition with the idea that whatever trophies were available they were going to win them—and that's just about what they did. In all, the Guard's 146th Fighter Interceptor Sq., Greater Pittsburgh Airport, Pa., came away with every possible first place industry award and two of the three military trophies.

Host for this year's William Tell event was the Air Defense Command, commanded by Lt. Gen. Herbert B. Thatcher.

Besides Air National Guard's team, captained by Maj. George C. McCrory, the other participants represented the Air Defense Command, the Alaskan Air Command, the Pacific Air Forces and the United States Air Forces Europe. A total of 14 fighter interceptor squadrons — the finest from their respective commands — fought a head-to-head battle in the air over the Gulf of Mexico and on the ground at Tyndall AFB, Fla., in as realistic a demonstration of U. S. Air Force fighter power as is possible, short of actual combat.

The contest was divided into three events because of the difference in aircraft and weapons used by the participants. The Air National Guard team flew the F-102 "Delta Dagger," and fired the radar homing Falcon air-to-air missile in their efforts to hit the common enemy the Q-2C Firebee drone target. Four teams piloted the newest and most advanced F-106 Delta Dart, while four other teams used the F-101 Voodoo aircraft. The F-102 is the oldest of the Century Series fighter aircraft used, having come into the ADC inventory in April 1956. Besides the Falcon, F-101 and F-106 teams fired the less complex but more spectacular MB-1 Genie air-to-air rocket.

The teams were graded on ability to shoot down the drone targets at altitudes above and below 50,000 feet and during night missions. Points



F-102s flown and serviced by Air Guardsmen set new records at William Tell.

were also won or lost for the competing teams as hard working ground crews vied with each other in weapons loading event.

Following the William Tell competition, General Thatcher presented the much coveted Richard I. Bong Trophy to the top three fighter interceptor squadrons at an awards ceremony on Oct. 14. Maj. McCrory accepted for the 146th FISq. Another military trophy, the Royal Canadian Air Force Traveling Trophy also went to the Air National Guard unit for accruing the highest number of points of all 14 competitors.

Industrial representatives whose products are used by the ADC, presented special awards to the top squadrons and individuals. In these events also, the Air Guardsmen proved their capability, taking a first place award in every event in which they participated. The awards they won were: RCA's C. D. Vincent Trophy to the radar control team; General Dynamic's Convair Trophy for first place in the F-102 category; three trophies from the Hughes Aircraft Corp. for firing, weapons loading and winning the F-102 category event; and, individual awards from the Ryan Aircraft Corp. for scoring direct hits on the Firebee drone targets. Major McCrory made two perfect kills, and Capt. A. E. Mead, also of the 146th FISq., got one.

For the first time, this year's Air National Guard team was made up completely of Air Guardsmen. It included a ground force of weapon controllers and control technicians from the 130th Air Control at Warning Sq., Salt Lake City, Utah; the 138th AC&WSq., Denver, Colorado; and the 140th AC&WSq., Punta Salinas, Puerto Rico. The air controllers received special training at active Air Force installations to become current in the equipment they used during the contest, since it is not ordinarily assigned to ANG installations.

Team members were: Maj. G. M.

ADC:

"thank God

for the

Air Guard"

by
Captain Norman S. Burzynski
112th Fighter Group

lots and ground crew of FISq.—winners of Air Command's William Tell competition—are congratulated by Lehigh County Court Judge John Brosky in the hand of 146th commander, McCrory. (2) Targets for Air's sharpshooters were Firebee drones, launched from the ground (above) and the air (see cover).

Crory, team captain, Maj. R. Magill and Capt. S. Lozowski, E. Mead and R. Bailey, forming the aircrew. GCI personnel were: Capt. E. Morrissey and G. Hunt; MSgts. C. Ammon and O. Eskelson, and TSgt. J. Eastwood. Ground Support personnel were: Maj. L. Duke and R. Prave; CMSgt. C. Halliwell; SMSgt. W. Miller; MSgts. E. Hrvoich, S. Segal, T. Sigler, M. Sovich, J. Violante, F. Volk and J. Young; TSgts. J. Alimena, W. Bayton, E. Brown, J. Buckshaw, V. Fox, W. Gillie, D. Machesney, L. Rago, M. Richards, G. Rimmel and R. Stein; and SSgts. G. Aikens, M. Halahan, D. Kasbee, C. Macher, J.

FISq., during the William Tell meet, adequately attests to the professionalism of these citizen/airmen.

Blending of the Air Guard and the Air Defense Command began for the 146th long before ADC took over the responsibility for inspection and supervision of training in 1960. When CONAC had this responsibility, the 146th carried an M-Day Assignment to ADC. In November 1960, Major McCrory's unit retired its F-86L aircraft in favor of the supersonic F-102A Delta Daggers. It became one of the first half-dozen Air National Guard units to crack the Century Series barrier.

To break into the century fold, the 146th Fighter Squadron faced a nationwide competition among Air Guard squadrons . . . all eager to be tapped for the new weapon systems. Biggest hurdle it had to surmount was the operational readiness inspection conducted by ADC.

"You would have thought that we were 100% full-timers, the way enthusiasm was generated all up and down the line by this challenge," Maj. McCrory recalls. "We wanted those planes . . . and we grabbed 'em."

"Today, the F-102As perform morale service, too. Everyone knows that they're a hot ship, from the airman who checks the tire pressure and the sergeant who fills out the paper work, to the civilian in the street who looks up to those Daggers."

Maj. Gen. Benjamin J. Webster, chief of staff, ADC, phrased it another way, he called the ANG units an integral part of the command inventory which combines with the active duty units to become one first-string aerospace defense force. "ADC and its ANG units, together, are providing a significant and highly important element of this nation's deterrent posture," he said.

Should deterrence fail, the ability to integrate ANG units such as Major McCrory's 146th Fighter Interceptor Squadron into the active structure would add considerably to the nation's defensive capability. An order to scramble, from ADC's SAGE Unit at Syracuse, N. Y., could place him, his men, and equipment costing millions into immediate action.

"You always think of why you're here when you pull alert," Major McCrory admits. "You can't help it. But with a good crew behind you, you're confident, ready for anything ADC wings your way. Our job's being out there, set to go. Trophies are nice, but you don't win battles with them. Professionalism counts."



Michalowski, R. O'Connell, H. Snyder and D. Voigt.

Collecting trophies and displaying top grade professionalism is nothing new to the members of Air National Guard's 146th FISq., and the Air Defense Command considers them and their fellow Guard fighter squadrons as full-fledged members of America's air defense team.

The Air Defense Command provides the nation with an aerospace defense force which is geared to react instantly and effectively to any threat against the North American continent. The defensive might of ADC is based, to a large extent, on the professionalism of its 62 fighter interceptor squadrons, 25 of which are units of the Air National Guard.

More than one-third of ADC's jet fighter aircraft are piloted by Air Guardsmen, and the air defense order of battle allows for no distinction between Reserve or Regular. The recent performance record of the 146th



Civil Air Patrol leaders attending the annual meeting of the National Board in Houston, Texas, October 11, were given a ringing reaffirmation of USAF support of CAP.

Air Force Secretary Eugene M. Zuckert and Chief of Staff Curtis E. LeMay both sent messages to the National Board strongly reasserting Air Force support and interest.

Mr. Zuckert's message, delivered by Maj. Gen. Albert T. Wilson Jr., vice-commander of CONAC, recalled a recent briefing on CAP, presented to the secretary and chief of staff by Col. Paul C. Ashworth, USAF-CAP national commander in August, and said he was so impressed with CAP's accomplishments that he has asked his staff to explore ways of further expanding USAF-CAP relationships.

General LeMay's message, in the form of a letter to Col. Paul W. Turner, CAP National Board chairman, included an 8-point statement of USAF policy on CAP. The Air Force chief said the statement "reaffirms Air Force support and sponsorship of the CAP and provides a sound basis for continued cooperation."

The 8-points made by the statement are: (1) AF-CAP relationship will continue as it now exists. (2) In its position of a civilian auxiliary of the Air Force, CAP constitutes an organization of real value to the Air Force and the nation. (3) The relationship between USAF and CAP is an incentive to members of both who work together to promote good citizenship, as well as, an appreciation and understanding of aerospace power. (4) This relationship should be an inspiration to dedicated CAP members in furtherance of the ideals for which CAP was founded. (5) USAF policy fully recognizes and will continue to support the senior activities of CAP, such as search and rescue and communications, and activities in civil defense and disaster operations. However, USAF considers one of the most important missions of CAP its air education for the public and the motivation of youth to a career in aviation. (6) In keeping with the intent of Congress, appropriated funds will not be utilized to procure for CAP, Inc. supplies, equipment or material not available from stocks which are excess to

Civil Air Patrol



CAP Cadets Ira Guy (l) and Robert Palm were two of 47 Cadets to complete Air Force's 40-hour Space Age Orientation course at Chanute AFB. Cadets saw fueling, countdown and firing procedure of AF missile system.

the requirements of the Departments of the Army, Navy and Air Force. (7) The USAF will accept the services of CAP in carrying out its non-combatant responsibilities. The Air Force considers that CAP capabilities can be of greatest value to the nation during domestic emergencies through cooperation with local governmental agencies. (8) Headquarters, CAP-USA, will assure the proper instructions of all Air Force staff and liaison officers on duty with CAP of their responsibilities to the Air Force in the performance of their duties with the civilian auxiliary.

The CAP leaders also heard a call for closer cooperation between the Air Force Reservists and Civil Air Patrol from Gen. Wilson who was principal speaker at the Board's luncheon meeting.

Gen. Wilson promised CONAC's full support in expanding CAP-Reservists cooperation.

The Board unanimously reelected Col. Turner as its national chairman for 1964.

RESULTS OF A MASSIVE test-exercise conducted by Federal Aviation Agency's Eastern Region September 21-22 are expected to pinpoint the extensive role which Civil Air Patrol aircraft, ground vehicles, communications and personnel will occupy in national survival plans.

The two-day exercise, called Survival East, simulated a national emergency situation following a hypothetical nuclear attack.

The test exercise was set up by FAA to assess the importance of small non-military aircraft as a vital resource in support of military and civilian survival and recovery. Flying emergency medical supplies

from established stockpile areas, the disaster stricken sites, flying aerological surveys, and transport radiological detection equipment. Civil Defense units in the stricken areas were three of the specific CAP capabilities to be probed.

During the play of the exercise, the FAA's Eastern Region headquarters was required to disperse its facilities and its personnel to relocation sites, mobilize and control an air fleet, provide the necessary airlift, and establish and maintain communications between participating elements.

Oscar Bakke, FAA Eastern Region director, who supervised the exercise, indicated that he looked for CAP to play a significant role.

CAP responded to this challenge with 16 CAP wings, encompassing within FAA's Eastern Region, 11 participating. Collectively, the CAP wings readied some 661 small aircraft, 926 ground vehicles and numerous communication facilities.

Umpires and observers who watched the play of the exercise unofficially reported that CAP, with its light aircraft, vehicles and communication net, supplied 85 to 90 per cent of the resources which FAA Eastern Region needed to effect its dispersal.

CAP wings which participated in the exercise included: Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Delaware, Maryland, District of Columbia, Virginia, West Virginia, Kentucky and Ohio.

Also participating in the exercise were the Office of Civil Defense, state directors of Civil Defense in the test area: Regional Offices of Emergency Planning; the U. S. Weather Bureau; the Air Force Reserve; Civil Aeronautics Board; and the Federal Physicians Association.

"We must never negotiate from fear, but we should never fear to negotiate." Such a policy depends on strength and, therefore, we must continue to maintain and increase our military strength and keep our powder dry.

Robert S. McNamara / Secretary of Defense

Air Force Point Of View

THE AIR FORCE CHIEF OF STAFF, General Curtis E. LeMay, expressed the following views recently on two important military problems of our day:

On Counterforce. "Placing emphasis on a counterforce posture has led to U. S. strategic forces in being which possess a war-winning capability to destroy an enemy's military forces and his means to wage war. It lends credibility and authority to all actions, ranging from a show-of-force, which are taken to deter or defeat major aggression. It enables us to employ our forces selectively in response to conflict at any level. The type of force and the amount of force we apply must be regulated to convince an aggressor that continued provocation would bring consequences that are unacceptable to him."

On Mixed Force. "The Air Force is making a concerted effort to maintain a mixed force of manned aircraft, and missiles and, for the longer term, vehicles that could operate in space. The Secretary of Defense shares our view of this mixed force concept. He has directed that we continue our studies of follow-on manned, strategic vehicles that can counter threats and survive in the varied plateaus of aerospace operations. These manned systems will continue to give us a flexible military capability. They will be able to achieve high destructive effectiveness against hard targets. Their existence will require an aggressor to expend vast resources in defense measures. Finally, manned systems will give us vehicles which can be adapted to change and thereby retain their effectiveness regardless of technical advances by the enemy."

☆ ☆ ☆

GENERAL POWER ON "OVERKILL." Speaking as Commander-in-Chief of Strategic Air Command and Director of the Joint Strategic Target Planning Staff, Gen. Thomas S. Power gave his views on "overkill" to a Senate Subcommittee in August:

"If you look at the programmed weapons; that is, if you look at the weapons I have in the present war plan, you would say we are overkilling. But if you look at the weapons that I think will survive and arrive, then you will change your opinion. . . .

"Not every bomb is going to arrive at the target. Many of them will be destroyed on the ground before they are launched. Many will be destroyed by enemy action. Some will be duds. But we have figured this all out mathematically for every sortie and every weapon, and we have arrived at a confidence factor.

"You can have any confidence you want, but if you want to be, say 90 percent sure that you will destroy a very sensitive target, and if you have a 50 percent confidence factor that a particular weapon will reach

its target, then you will have to program somewhere in the neighborhood of six to seven weapons to hope to get one there, but there is still a 10 percent chance that none will get there. So it is a question of mathematics and how sure you want to be or how much you want to gamble.

"We write a war plan so that, if we are told to go to war, these prime sensitive targets will be destroyed, and I have a high confidence factor. I have a 90 percent confidence factor because I have programmed many weapons and I have cross-targeted them, using different types of weapons from different areas to get a reliability factor that is acceptable.

"Now if they all got there, yes, we would be over-bombing and overkilling. But again people forget that what we are really trying to do is to prevent war. We are trying to make this thing so sure that it will deter anyone."

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THE CONTINUING DANGER of the Communist threat, emphasized by President Kennedy in his major address of July 26, must not be forgotten. Quotable excerpts on this subject:

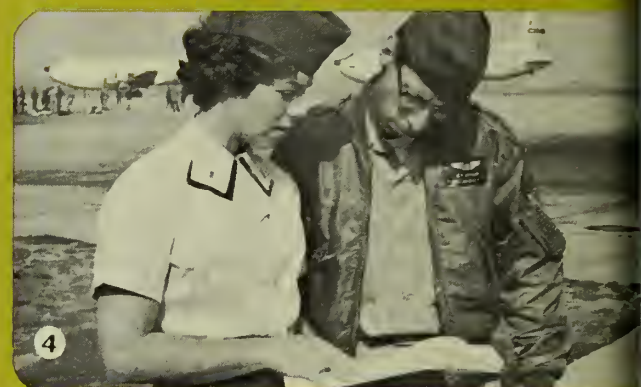
"This treaty is not the millennium. It will not resolve all conflicts, or cause the Communists to forego their ambitions, or eliminate the dangers of war. It will not reduce our need for arms or allies or programs of assistance to others. But it is an important first step—a step toward peace—a step toward reason—a step away from war. . . .

"Western policies have long been designed to persuade the Soviet Union to renounce aggression, direct or indirect, so that their people and all people may live and let live in peace. The unlimited testing of new weapons of war cannot lead toward that end, but this treaty, if it can be followed by further progress, can clearly move in that direction. . . .

"There is no cause for complacency. We have learned in times past that the spirit of one moment or place can be gone in the next. We have been disappointed more than once, and we have no illusions now that there are shortcuts on the road to peace. At many points around the globe the Communists are continuing their efforts to exploit weakness and poverty. Their concentration of nuclear and conventional arms must still be deterred."

☆ ☆ ☆

MILITARY SPACE STATION. A significant move in the national effort to enable men to act usefully beyond the atmosphere was the issuance by the Air Force of requests to industry sources for studies on an orbital space station. Objective of the studies is to define characteristics from which a space station could be designed to demonstrate and assess the utility for military purposes of man in space.



RESERVE CAMERA

① Air Force Reserve's 635th Hospital, Mitchel AFB, N.Y., recently when 90 guests—all in the nursing profession—watched Air Force Reserve nurses model uniforms. Representing the past, the long past, present and future are (l-r) Maj. Mary Fitzgerald, Revolutionary War period; Miss Rochelle Kitt, a professional model, Spanish American War; 1st Lt. Ellen Ehresman, the current USAF nurse uniform, and Capt. Clara Chichester with tomorrow's possibility. ② Singing stars, Jimmy Wakely and the Andrews Sisters (l-r) Maxine, Patty and LaVerne, became honorary lieutenant colonels of the 8504th Air Force Reserve Recovery Gp., at the unit's exhibition booth during a recent State Fair at Albuquerque, N.M. Col. Alvin H. Thiele, Jr. (l), group commander, and Lt. Col. Leonard S. Hartman, made the presentation. ③ Reserve airmen of the 640th USAF Hospital, Chicago, Ill., receive professional medical training through a joint program with Chicago's St. Joseph Hospital, operated by the Daughters of Charity of St. Vincent de Paul. Discussing the program are: (l-r) Capt. Barbara Heeb; Sister Mary Vincent; Sister Mary Helen; Chaplain Donald Werr; Col. Samuel Spira, 640th commander; Maj. Genevieve Bielecki and Mrs. E. Edgewood, St. Joseph's Chief Nurse. ④ Preparing for a transatlantic medical evacuation flight from the Rhein-Main AB, Germany, to McGuire AFB, N.J., are 1st Lt. Carol Murphy and SSgt. Charles Schaler, Air National Guard aeromedical specialists assigned to ANG's 103rd Aero-med Evac Flight, USNAS Willow Grove, Pa. They spent their two weeks training tour assisting the Air Force in the return to the U.S. of gravely ill servicemen and dependents.

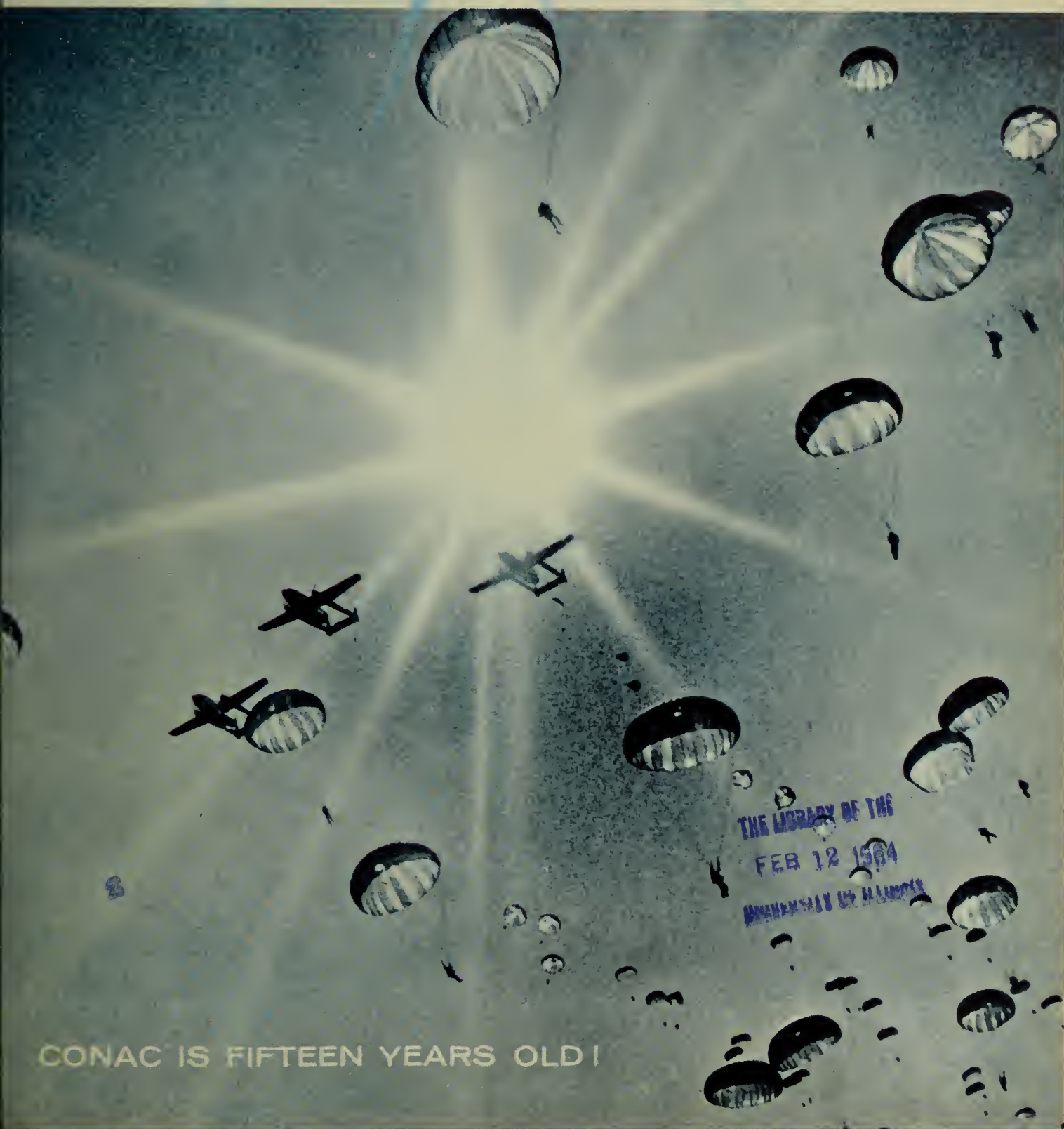
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the air reservist

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ARMY AIR FORCE

CONAC IS FIFTEEN YEARS OLD!

the air reservist

Vol. XV—No. 10 Dec. '63/Jan. '64

AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

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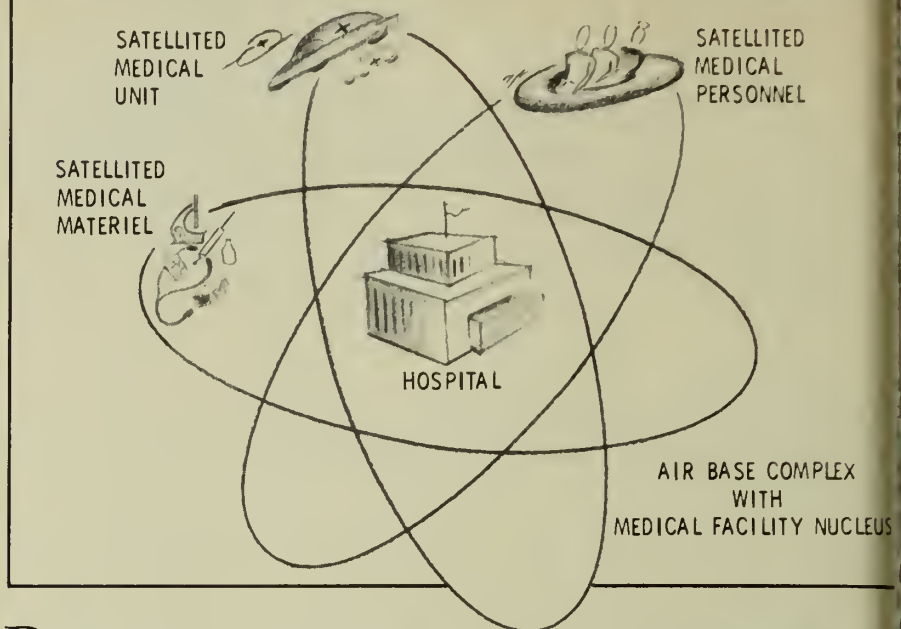
The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq USAF.



This month's cover highlights the Air Force Reserve's troop carrier mission on the occasion of CONAC's 15th anniversary. Also, the natural starlight effect captures the spirit of the season and we consider it a symbolic note on which to extend "holiday greetings" to all members of the Air Reserve Forces and their families.

Atomic Age Medical Reserve



December first marked the fifteenth anniversary of the Continental Air Command—fifteen years filled with problems and progress. There were problems of transition, organization and reorganization; changes of concept and mission; budgetary limitations, personnel and equipment shortages, and the usual obstacles which accompany implementing new programs and policies. But above all, they were years in which the Air Force Reserve raised its augmentation value to that of a force able to provide immediate support.

A firm example of the structural flexibility of the Air Force Reserve program came with the establishment of the Recovery concept. Advances in weapons technology provided the requirement for an internal plan for survival and the Air Force Reserve was given the mission. The "post M-Day" mobilization concept was altered to make way for one giving bona fide support—the Recovery program. Reservists across the country, some 17,000 in all, left Individual Training classrooms and enthusiastically accepted a new and active mission. With meagre funds, less equipment and a wealth of determination they transferred a concept into a practical and operational program, not only for survival of our fighting force during war but for the daily recovery of such aircraft as may require their services.

Other products which have evolved during the fifteen-year period of streamlining are numerous: Reservists with special civilian skills are apply-

ing them toward accomplishing USAF objectives; Air Force's major air commands such as MATS, TAC and the AFCS have come to rely more heavily upon Reserve professionalism; and more important, the Air Force Reserve's ability to respond to the need of the Nation within a matter of hours proves them an integral segment of the "Total Force" structure.

Our center spread article bylined by Lt. General Edward J. Timberlake, commander of Continental Air Command, entitled "The Air Force Reserve in Transition," the page 4 article on "Retention and Recruiting" and the page 12 treatment of "The Evolution of CONAC" are a purposeful blend showing a major Air Command's goals, problems, results to date, and prospects for the future.

THE AIR FORCE will organize 148 new Air Force Reserve Medical Service units starting early this year. They will replace Air Force Reserve hospitals and Air Force Reserve casualty staging units. The reorganization will be phased over an 18-month period. Other Reserve medical units, such as tactical hospitals and aeromedical evacuation units are not affected.

Phasing into the new organizational structure is designed to hold displacement of personnel to a minimum. The personnel authorizations for the Medical Service units range from 26 to 164 with intermediate sizes of 38 and 50 personnel. The total number of personnel involved—slightly more than 7,100—is virtually un-

anged from that authorized for all e USAF hospitals and casualty aging units which are being replaced. The 148 units will be located at 1 Air Force bases. They will train existing USAF medical facilities, and their personnel will be authorized 48 inactive duty training periods as well as 15 days active duty training annually. The major command having jurisdiction over the active force medical facility will be responsible for supervision of training and inspection of the Reserve units.

The new units are designed for maximum functional flexibility. Because of their close affiliation with active Air Force medical facilities, they will be able to "fuse" with those facilities to provide immediate augmentation or expansion. They will provide replacement capability if active force personnel are deployed to support contingency operations. They will participate jointly with the active medical facility in exercises and in minimizing local disasters.

Their usefulness is not limited to functions in relation to the host facilities. The flexibility of these new Medical Service units will allow them to operate independently or to consolidate with other Medical Service units to perform hospital or casualty aging functions.

Manning as well as functional usefulness is expected to be enhanced by the Medical Service Unit program. Although some of the more than 1000 medical Reservists presently assigned to affected units will have to travel a few extra miles to reach their training sites, the relocation of units will open participation to many more professional and technical personnel. By increasing the number of locations, the Air Force is widening the manning potential. Creating a unit structure at bases, where the only opportunity for training has been on an individual basis, will give the Reserv-

ist a more interesting and directly productive means of participating in the Air Force Reserve program.

A further advantage of the new structure is that it will foster a closer relationship and better understanding among the medical personnel of the Air Force Reserve and those of the active Air Force. This bond is expected to bring additional dividends in retention of professional personnel for both active and Reserve components. More than 50 per cent of the active duty medical officer strength is comprised of physician-Reservists on two-year tours of active duty. The experience of working closely with both career military medical personnel and Reservists whose roots are in the local community could be an important factor in the future plans of the "two year" personnel.

Training, also, will be greatly improved. The modern equipment of the active force facility will replace the often inadequate training resources of a purely Reserve medical organization. A larger base of experienced supervisors will insure the best possible instruction and on-the-job-training. The gaining command concept will provide the impetus for a progressive training program. This plus standardization of training methods and requirements by the Office of the Surgeon General, USAF, will assure the development of the desired level of operational capability.

Several Reserve promotion boards are scheduled to convene during the coming months. The first will meet on January 7, in Washington, D. C., and will select officers for permanent promotion to major. All active duty officers including warrant officers holding Reserve commissions, and all Air National Guard of the U. S. officers will be considered. Officers must have a promotion service date (PSD) of March 31, 1958, or earlier and a total years service date (TYSD) of March 31, 1951 or earlier.

A board also will convene at the Air Reserve Records Center, Denver, on February 3, to consider about 400 Reserve officers for promotion to first lieutenant. Eligible officers must hold a PSD on or before December 31, 1961 and be in an active status.

On March 2, another board will convene at the Records Center to consider about 5,000 Reserve majors for promotion to lieutenant colonel. Eligibility requires a PSD of June 30, 1958 or earlier and a TYSD of June 30, 1944 or earlier.

A Massachusetts Air National Guard pilot, Captain Russell L. Schweickart, of the 102nd Tactical Fighter Group at Boston, was selected for astronaut training in the most recent screening of America's top aviators and scientists.

At 28, Captain Schweickart is the youngest man in the National Aeronautic and Space Administration's astronaut program. In addition, he holds the distinction of being the first astronaut selected directly from the Air Reserve Forces. Donald K. (Deke) Slayton, is a former Minnesota Air Guardsman, but he entered the astronaut program while on active duty with the Air Force. And Major Bob Rushworth, who wears the astronaut wings for his X-15 flights, is a former Maine Air Guardsman.

Captain Schweickart, in civilian life, was a scientist at the Massachusetts Institute of Technology.

"Rusty," as the captain is known to fellow Air Guardsmen and close friends, was selected from among 725 applicants. He was so determined to get into the program, that he submitted two applications last summer—one through the Air Guard and one directly to NASA.

He will report officially to Houston in February. Captain Schweickart is hopeful he'll get a chance at a flight on the two-man Gemini missions and be in the first expedition to land on the moon under the Apollo program.

see SCANNING page 6

*Happy
New
Year*



■ New astronaut Schweickart

The Continental Air Command Air Force Reserve drill pay strength has reached an all-time high with a total of 54,150. This impressive figure, tallied as of the end of November, represents an increase of 4,113 above the CONAC drill pay strength of January 1, 1963 and is 240 above the USAF programmed drill pay strength for the command as of November 30. The previous drill pay peak was 53,504 on August 31, 1962. CONAC officials attribute the increase to renewed efforts at all echelons of command.

In a letter to Reserve region commanders, Major General Albert T. Wilson, Jr., CONAC vice commander, stated, "This could not have been achieved without the constant attention to the manning problem by commanders at each echelon."

In the same letter, however, he cautioned that troop carrier, air rescue, mobile communications, censorship, and postal units are behind what Hq., USAF expected CONAC to have in the airman program and cited the need for emphasis in relation to these units.

Although the November figure represents the tops in drill pay strength for CONAC in its 15 years of operation, Colonel Burton H. Rowden, CONAC deputy chief of staff for Personnel, also warned against too much optimism, stating that the figure is still below the ceiling of 55,650. He urges that all units pursue that objective during 1964 with increased effort. There is still much work to be done in airman retention and recruiting and various units are still below the programmed strength. Airman drill pay strength is 366 under the USAF programmed strength as of November 30. He said that recruiting efforts produce large numbers of people but that losses also are great and pointed out that the Reserve unit program had lost a total of 13,647 people since January 1963.

The personnel chief named retention as a problem and added the following observation: "Units which practice effective personnel management have the fewest losses." As for recruiting, he counseled, the first steps are to identify prospective members, insure that they are aware of the Reserve Program and stimulate their interest toward affiliation. He stressed the need for obtaining a professional recruiting force and getting it together with the prospect and the necessity of obtaining strong support from the public.

CONAC officials pronounce the establishment of a Retention and Re-

CONAC'S

Retention/Recruiting Efforts

Begin to Pay Off!

THE PROBLEM

TURNOVER IN CATEGORY "A" & "B" UNITS
JAN-JULY 1963



■ RETENTION of manpower is the basic problem.

cruiting Coordinator Program as one of the most effective steps taken in the past year. Under this program, a highly trained non-commissioned officer within each of the 16 sectors has the sole duty of establishing liaison with active duty separation centers, USAF Recruiting Service offices, and Reserve units within his sector. He makes his talent available to the Reserve unit commander and advises him of the latest retention and recruiting techniques. He also provides the unit commander

with an evaluation of the unit recruiting and retention efforts.

The Retention and Recruiting Coordinators allow Hq., CONAC, through the sector and region commanders, an on-the-spot evaluation of the effectiveness of CONAC's manning programs.

At the USAF Recruiting Service Office, the coordinator cooperates with that agency and assures mutual support. An individual desiring to enlist in the Regular Air Force perhaps cannot be accepted due to



THE REMEDY



■ Direction of efforts are indicated by arrows.

a limitation but can be persuaded to join a Reserve unit. Likewise, a Reserve unit is often able to assist a local recruiter in filling his quota at the active establishment. The coordinator is a source of information at the active duty separation center on the entire Air Force Reserve Program. While these coordinators are doing their job in the manning area, Colonel Rowden emphasized that they are only a part of the overall effort. He cited recognition as one of the

important aspects of the program and pointed out that CONAC has encouraged unit vacancy promotions and provided special quotas for the promotion of outstanding airmen. Among other CONAC efforts he listed: liberalizing provisions for awarding higher skill levels; obtaining Hq., USAF approval (last year) to provide ten percent of the quota for commissions to outstanding airmen for nonprior service men; and emphasizing the use of OJT to stimulate interest in unit training programs

and improve unit effectiveness.

Turning from retention to recruiting, Colonel Rowden pointed to the use of printed material, radio and television to reach individual prospects and inform them of the benefits of Reserve affiliation. He cited recruiting seminars held with representatives from the information offices, personnel offices and Reserve units to develop ideas for better motivation material, and the establishment of a two-week Reserve Recruiters Course among the many new accomplishments of the past year.

The CONAC Office of Information carried on a wide variety of projects during 1963 in support of recruiting and retention.

In the final analysis, the "grass roots" effort is the one which counts. Higher headquarters can make the tools available and give assistance and ideas, but the unit commanders and individual Reservists have the final word on the success or failure of the retention and recruiting effort.

RECRUITING LEADERS

"Grass roots" efforts are reflected in the increasing Unit Manning Document figures reported monthly by CONAC units. The following units lead all other CONAC units in officer and airman strength (as of November 30, 1963) and are examples of what can be achieved by a persistent internal recruiting program:

- **918th Troop Carrier Group**, Dobbs AFB, Ga., Officer (93.3%); Airman (95.9%).
- **302nd Air Rescue Squadron**, Luke AFB, Ariz., Officer (100%); Airman (88.9%).
- **909th Troop Carrier Group**, Andrews AFB, Md., Officer (92.4%); Airman (95.4%).
- **303rd Air Rescue Squadron**, March AFB, Calif., Officer (96.2%); Airman (87.8%).
- **304th Air Rescue Squadron**, Portland IAP, Ore., Officer (92.3%); Airman (88.9%).
- **924th Troop Carrier Group**, Ellington AFB, Tex., Officer (90.1%); Airman (87.5%).
- **901st Troop Carrier Group**, L. G. Hanscom Field, Mass., Officer (90.1%); Airman (86.3%).
- **923rd Troop Carrier Group**, Carswell AFB, Tex., Officer (100.8%); Airman (74.5%).
- **928th Troop Carrier Group**, Chicago, Ill., Officer (90%); Airman (77.5%).



Sponsored by Reservist-lawyers, George Washington University law students learn courts-martial procedures at mock trial. (l-r) Law student, Jerome Flanagan, SSgt (A2c) William Whelan Jr., and Col. (Capt.) Clifford A. Dougherty.

Under Secretary of the Air Force Brockway McMillan has stated that the Air Staff will continue its efforts to align as many Air Reserve Forces units as possible in support of its broad Survival, Recovery and Reconstitution plan (SRR).

The directive resulted from a recommendation from the 37th meeting of the Air Reserve Forces Policy Committee, approved by the Under Secretary of the Air Force, which advocated that the Air Force Reserve Recovery Program be expanded to provide increased Ready Reserve augmentation within the SRR plan.

Expressing great concern on the growing deficiency in pilot manning in the Air Reserve Forces, the Committee also recommended that the Air Force pilot training program be enlarged to include an allotment of pilot training spaces for the Air Force Reserve. This recommendation was approved for planning purposes and the Air Staff has been asked to submit to the Secretary of the Air Force an analysis of costs, manpower and facilities required for its implementation.

Secretarial approval was also given on the Committee request for a special meeting in January 1964 to consider the feasibility of establishing a single Air Reserve Force. The dates for this executive session of the Air Reserve Forces Policy Committee will be January 15, 16 and 17.

The Committee opposed passage

of H.R. 8133 which would prohibit the Secretary of the Air Force from requiring membership in the Air Force Reserve as a condition of employment in any civilian position in the Department of the Air Force. The committee felt passage of this bill would kill the Air Reserve Technician Program. Under Secretary McMillan approved the Committee's recommendation.

The Policy Committee also gave their support to H.R. 2504 which would provide retirement benefits for ANG technicians. The Secretary's office then interposed no objection to this proposed legislation.

Two regular Air Force airmen serving with the Air Reserve Forces were honored by the Reserve Officers Association at its Fall Air Affairs Committee meeting held at Kansas City, Mo., Nov. 1-2.

The two airmen were Technical Sergeant Junior B. Best from the Office of the Assistant Chief of Staff for Reserve Forces, and Staff Sergeant Don E. Savage of the Office of the Executive Secretary of the Air Reserve Forces Policy Committee. It is the first time that airmen have been so honored by the organization.

The two were honored during a luncheon held at Richards-Gebaur AFB, at which Mr. John A. Lang, Jr., deputy for Reserve and ROTC Affairs, was the guest speaker.

Reservist-lawyers assisted by students of the George Washington University Law School conducted a Mock General Court-Martial in Washington, D.C., on December 10.

The proceedings were designed to provide trial practice for students, a demonstration of court-martial procedures and a training exercise for Reserve officers assigned to the USAF Judge Advocate General's office at Bolling AFB.

Lieutenant Colonel Joseph Ryan Jr., a judge of one of the District of Columbia's Domestic Relations courts, served as law officer during the trial. Court members and the law officer were Reserve officers (MOARS) assigned to the Military Justice Divisions of the Office of the Judge Advocate General. Counsel was composed of law students from the University's Trial Practice course.

A guest panel of general officers were on hand to explain procedure and answer questions from the audience during closed sessions of the court. Serving on this panel were Maj. Gen. Albert M. Kuhfeld, USA Judge Advocate General; Brig. Gen. Robert W. Manss, assistant, USA JAG; and two Reservists, Brig. Gen. Richard C. Hagan, and Brig. Gen. Thomas H. King, who hold mobilization assignments as assistants to General Kuhfeld.

A Reserve Roles and Resource Study was conducted last month by a board of general officers in an effort to insure the most productive use of the Air Reserve Forces in support of the Air Force mission. Major General Curtis R. Low, assistant chief of staff for Reserve Forces, served as chairman of the nine-member group which included two general officers from the Air National Guard, two representatives of the Air Force Reserve, and one each from the Office of the Deputy Chiefs of Staff for Personnel, Plans and Operations, Programs and Requirements, and Systems and Logistics.

The primary objectives of the study were to identify the problem areas within the Reserve components, review their present and future requirements, and determine the resources necessary to meet those requirements for the next ten years or the foreseeable future. The major air commands were asked to undertake a full-scale study of the ways in which the Air Reserve Forces can make the greatest contribution to their command missions. Commands and air staff agree

s provided the study group with a great deal of background information and recommendations on which to base their deliberations. General Joe Kelly, Military Air Transport Service commander, asked the MATS Reserve Forces Policy Council to convene a special meeting to add their views, and Tactical Air Command also called upon its key Reserve Forces advisors for recommendations. The findings of the study group are expected to be announced until they have been presented to the Air Reserve Forces Policy Committee and Secretary Zuckert after going through the normal process of review. In addition to General Low, other USAF members of the study group were: Maj. Gen. James C. McNeely, Div. Personnel Training and Education, Brig. Gen. Paul Barton, Asst. for Logistics Planning, Brig. Gen. Richard A. Yudkin, Dep. Dir. Plans for Policy and Brig. Gen. Timothy F. O'Keefe, Dep. Dir. Operational Requirements. Air Reserve Forces members were Maj. Gen. Charles H. DuBois, and Brig. Gen. George R. Doster, both ANG, and Brig. Gen. James L. Riley, Commander 4th AF Reserve Region, and Brig. Gen. Nicholas Allen, Air Force Reserve.

Major air commands have been asked to review administrative practices and in handling annual short tours of Reservists and make sure that the factors including travel time add up to not more than 15 days.

A recent comptroller general report criticized additional days of pay for travel time which should have been included in the short tour. The report said some Reservists were required to sign in on the afternoon of active duty preceding the first day of active duty. Others weren't released on the last day of the training period. In instances where the Air Force pays an extra day's pay.

The comptroller general was also critical of cases where no travel was actually performed in reporting or being released from active duty tours. Reservists residing in the local area could perform travel on the first day of the tour but prior to normal working hours. Those who live outside the local area should be given a reporting hour later in the day to allow them to also perform travel on the first day of the tour. Reservists should be released from duty on the last day of training early enough to allow them to return home on the same day.

The following bills (all favorable to members of the Reserve Forces) are currently before the 88th Congress awaiting action or have been proposed by the Air Force or DOD.

H.R. 2500. A bill to equalize the treatment of Reserves and Regulars in the payment of per diem by: (1) Amending the Career Compensation Act so that the term "permanent station" may also include the home of a member. (2) Permit the payment of per diem to Reservists and National Guardsmen under circumstances in which per diem is payable to active duty personnel, such as when participating in airlift missions for MATS and TAC, serving at fire-power demonstrations or on air rescue missions, attending service schools or while serving on boards away from home, and when a member of an advance party making arrangements for a unit's annual training encampment. *STATUS:* A favorable report went to the Bureau of the Budget on September 4, 1963, but it is unlikely that BOB will reply much before early 1964.

H.R. 2505. Better known as the "portal to portal" coverage bill, it would amend titles 10 and 32 of the U. S. Code relative to members of the Reserve Forces who become disabled from injury or disease. It would (1) grant Reservists who contract or aggravate a disease in line of duty while proceeding directly to or from, or performing inactive duty training

or active duty for 30 days or less, the same hospital and medical care, pay and allowances, and other benefits as are now provided Reservists while on duty for ordered periods of over 30 days. (2) grant the same entitlement of benefits to Reservists injured in line of duty while proceeding directly to or from inactive duty training or active duty as they would receive were the injury incurred during the scheduled period of training or duty. *STATUS:* Department of Defense has objected to the disease clause, but favors the injury clause. This bill was submitted to the Bureau of the Budget for clearance on August 8, 1963. Reply not expected before early 1964.

H.R. 4271. A bill to amend and clarify the reemployment provisions of the Universal Military Training and Service Act. Its purposes are: (1) to assure that Reservists are not denied employment or other advantages of employment because of a current or future obligation to serve in the Armed Forces. (2) To clarify the status of probationary employment, and (3) prevent any person from being denied employment because of any obligation for future active or inactive military service or training in the Armed Forces or a Reserve component thereof. *STATUS:* This bill is being sponsored by the Dept. of Labor and supported by DOD. It is anticipated the House Armed Services Committee will hold a hearing on it early in 1964.

see SCANNING page 10



Recruiting, instruction and emergency jumps are provided by this ANG skydiving team of the 149th Ftr. Gp., Kelly AFB, Tex. (l-r) TSgt A. Stewart, A1C S. Arnold, Capt. M. Thompson, Army Sp/5 J. Mendez and SSgt J. Settles.

SINCE it came into being in 1948, Continental Air Command has had prime responsibility for command and administration of the Air Force Reserve. The very establishment of the command was designed to strengthen the Air Force Reserve components. As the historical piece featured on page 12 points out, CONAC was created as a result of an Executive Order by President Truman. In a covering letter, the President emphasized that our traditional pattern of national defense has been to rely on organized reserves to supplement the regular armed forces.

Continental Air Command was ultimately charged with responsibility for "the development and institution of training programs which will hold the interests of Reservists at all levels and will maintain and improve the military skills which they have hitherto acquired by active service in the Armed Forces of the United States."

The intervening years have been characterized by many changes in the Air Force Reserve Program. These changes were for the most part procedural, affecting administration, supervision, and training. The central concept of utilizing the Air Force Reserve components as a mobilization base remained, however.

In 1961, in Berlin, this traditional

concept went by the board. For the first time in our history, Reserves were called upon to deter war. A few short months thereafter, in the Cuban Crisis of 1962, units of the Air Force Reserve were again ordered to active duty to play their role in the deterrent power of the nation.

Together, the Berlin and Cuban Crises brought into play a dynamic change in concept. This change, endorsed by our government leaders and by the Air Force, means that Air Reservists are today an integral part of our deterrent force and will continue to be so utilized into the indefinite future. Hence, the Air Force Reserve is in a period of transition which will result in new roles and missions calculated to meet the pressures and challenges of our time.

I believe that the departure from tradition arose from a basic change in national policy. While deterrence of war has long been our objective, the policy of "massive retaliation"—or as some call it, "city-busting"—has given way to the more classic concept of "counterforce," the destruction of an enemy's fighting capabilities. Counterforce strategy has brought with it an inevitable increase in mission coverage.

Economically, however, our nation, with budgets at the straining point,

cannot tolerate the manpower additions to active duty forces required by the increase in mission coverage. Reserve forces must be utilized to augment active forces wherever it is practicable to do so. Only in that way can we have the total force needed to satisfy the total defense demand. To this extent, our Reserves are still fulfilling their tradition.

A word about defense requirements, which themselves have expanded enormously. The spectrum of our defense responsibilities in the critical years of the Sixties and Seventies ranges from counter-insurgency to limited war to general war to the untold possibilities of man in space. In between there are many variables; and military strategists have given to them many terms, some quite bizarre. "Spasm war," "Elliptical policies," "Broken-back war," "Forward strategy"—these are just a few. Whatever the names, one fact is clear: Reserves—especially the units of individuals of the Air Force Reserve—must be ready to augment active Air Force in deterring or fighting any type of conflict.

This will take a new view by all of us. Herman Kahn, the eminent military analyst and writer, whose book "On Thermonuclear War" has provoked more study and comment than



■ Continuous training by Reservists in the Recovery program affords USAF an effective and

other of its kind in recent years, observed that we must be prepared to "accept the notion that the world as we know it is passing from one stage of history."

If this be so, and it can hardly be doubted, how can the Air Force help assure our national survival in the years just ahead. From a practical and reasonable standpoint, it must maintain a high measure of deterrent power through a mix of active duty and Reserve strength. This, in turn, can be achieved only through realistic, hard-headed planning and programming, in which Reserve Force requirements are based on a thorough understanding of our capabilities. While that goal may seem distant, I believe we are gradually getting there.

The principal ingredient of this program will be effective management. By that I do not refer merely to wise policy guidance and utilization of the Reserve by the active Air Force. I mean capable management on the part of Reservists themselves—a responsibility authorized by the Ready Reserve Management Plan of 1960. Improvement must be gained all along the line—in training, in recall speed, in general combat capability. Nothing less than a wide-out effort by CONAC, other major commands, and Reservists will be required.

**Navy Lieutenant General
Edward J. Timberlake,
Commander Continental Air Command**



...ation force . . .

Moreover, this improvement must be attained under austere circumstances. Few people seem to realize that efficient management has been the watchword of the Air Force since its establishment on September 18, 1947. If anything, the popular image is quite the reverse. Since the Air Force has consistently been allotted a major share of the Defense budget, people tend to think of it as "the fat boy with the candy." Nothing could be less accurate. The forgotten factor in the situation is the fantastic cost of aerospace weapon systems and the research which makes them possible. Since this will not diminish and the budget will not increase, in all probability, the entire Air Force, active and Reserve, faces even greater austerity than ever.

Thus far, I have been referring to units and individuals of the Ready Reserve, for it is they whom the President alone may recall in time of emergency. But I do not consider for a moment that Standby or Retired Reservists are without their place in the Air Force scheme of things. An indication to the contrary was a recent regulation (September 3, 1963) on the Air Force Civil Defense Program which specifically calls for the utilization of Standby Reservists in the planning of civil defense. CONAC's overall responsibilities with respect to this program are on the increase.

While I habitually stress the need for careful planning, I do not wish to imply that all our possible future requirements can safely be predicted. For one thing, we simply cannot know precisely what kind of war may at any time confront us.

Brigadier General S. L. A. Marshall, USA (Retired), a military writer of long standing and a highly respected Army historian, had some interesting comments on this score in a recent article entitled "A Lesson For Strategists." Going back to World War I, still the mightiest mobilization of all time, he recalled these facts about the French Army.

At mobilization time, France had some 4,000 artillery pieces. This was considered enough to clinch a victory. France had to build another 36,000 for that one war. Twenty-five hundred machine guns were supposedly sufficient. The war took another 300,000. The army took to the field with 2,000 telephones and 600 kilometers of cable. Before the war ended, 350,000 field telephones had been used and the cable had stretched to two million kilometers.

Turning to another aspect of pre-



... Reserve Rescue teams also support USAF's global mission.

paredness in "The Lesson of Korea," General Marshall stated the proposition that the Korean Conflict strengthened the military posture of the United States and changed the design and implementation of our foreign policy more directly, more dramatically, than either of the two World Wars.

"The war in Korea, and nothing else," he said, "made possible the right turn to a preparedness more nearly proportioned to the magnitude of the danger and the spread of the global problem. Nothing else would have broken the shell of American complacency which in 1945 hardened too soon after V-J Day. We had to go to war again less than five years later, and we had to stay a long time.

"Of complacency, there is no end. We have it still in people, in government, in press. But what we've got is tip-toe readiness compared to what we had pre-Korea. Today's armed force is a mobile main body, not a housekeeping cadre. It has shortages (as always) but it also has readily extendable fighting power. That was well demonstrated in the Cuban crisis and the shock to the Soviets must have been tremendous."

The final allusion to extendable fighting power brings me around to my starting point—the new deterrent role of the Air Force Reserve. However unpredictable may be the ultimate manpower requirements of any war we may be involved in, I believe two things—firmly. First, that the Air Force will require for the indefinite future the backup of an efficient,

see TRANSITION, page 10

■ **TRANSITION** from page 9

truly Ready Reserve, and second, that Reservists themselves must bear a heavy brunt of assuring such a Ready force.

This being my belief, I am setting forth here some guidelines as I see them.

An Air Force Reserve Plan must have the primary objective of fulfilling Air Force needs in war or emergency. The question is: How? What basic principles govern the success of a Reserve Plan?

In 1953, the Johnson Board suggested these seven guides for any Reserve plan. I think they apply today as well as ten years ago.

- It must be objective. It must fulfill a requirement for defense.
- It must be wholeheartedly accepted and supported. It must be an integral part of the U. S. Air Force at all echelons.
- It must be within capabilities. The scope must be within the potential Reserve manpower; and emphasis must be placed upon quality rather than quantity training.
- It must be simple. The plan must be readily understandable.
- It must be stable. Changes in the Reservists' responsibilities and opportunities must remain as constant as the international situation permits.
- It must be acceptable to Reservists. It must encompass incentives to create a desire by Reservists to be

a part thereof; it must conveniently enable the Reservists to participate.

- It must have public acceptance and support. It must be acceptable to and appreciated by industry, civic organizations, and the general public as being vital to national security.

Since assuming command of CONAC, I have arrived independently at those very conclusions and have consistently stressed the need for more realistic programming. Recently, my thoughts have been occupied by one basic and extremely vital element of programming—the element which must come first. That is organization.

Here are my thoughts as to what an effective Reserve command organization should provide. There are eight basic ingredients:

- An adequate span of control—not too thin nor restricted but one assuring selectivity and supervision;
- A minimum number of layers of control between Headquarters CONAC and the Reservists;
- A capability for meeting probable future requirements, notably USAF's SRR [Survival, Recovery and Reconstitution] Plan.
- Focal points for all Reservists within reasonable geographic limits—realistic boundaries for subordinate echelons, geared to their supervisory capabilities;
- A better posture to enhance recruiting;
- A built-in capability to coordi-

nate with local and community sources—a structure likely to increase prestige for the Air Force Reserve and promote closer identification of the Reservist with his community, including civilian, civic, and military organizations;

- A capability for supporting our defense and aligning with other Air Force, Army, and Civil Air Patrol units; and

- A rallying point for Standby and Retired Reservists as well as Ready and a means for stimulating participation by Reservists not currently in the program.

So much for my ideas about planning and organization and some of the things which need doing in the days ahead. On this, CONAC's 15th Anniversary, I think the Air Force Reserve can look back with great pride on its many contributions to the nation's security—in Korea, and the Berlin and Cuban crises, as the most dramatic examples, but in the consistent daily support of the Air Force as well. But we must all, together, keep working on it, keep making progress in every area essential to the new Reserve responsibilities.

I am reminded of Billy Mitchell's favorite admonition to his fellow officers when, with an almost conspiratorial approach, he was building American air power:

"Things are coming along well. Keep going as you are."

■ **SCANNING** from page 7

H.R. 8340. A special pay bill aimed at attracting and retaining men with prior service who have needed skills, it will provide special pay to eligible enlisted men who enlist or reenlist in the Ready Reserve for a period of at least three years. The special pay would be \$100 upon enlistment, reenlistment or extension of enlistment, and an additional \$100 upon completion of each satisfactory year of that enlistment. *STATUS:* Air Force favors the purposes of the bill and its report to the House Armed Services Committee is now being coordinated by the Department of Defense. Suggested amendments state that this pay is in addition to other special or incentive pay and provides for Secretarial discretion on the refund provision.

H.R. 8760. Concerns the training of certain Reserve units that are organized to serve as a unit, it will au-

thorize such units (other than the National Guard) to assemble for drill and instruction at least 48 times per year, and participate in training encampments at least 15 days each year. It also explains what constitutes an assembly for drill and instruction and under what circumstances a unit or individual may receive drill credit. *STATUS:* Air Force has prepared a favorable report. Opinions of the Secretary of Defense and the Bureau of the Budget are not known.

AFLI 1429. Establishes the Reserve Emergency Service Medal to be awarded to Reservists who, after Sept. 25, 1961 are involuntarily ordered to active duty during periods of international tension or crisis. The Air Force has suggested the Order also include those who voluntarily served or will serve in direct support of contingency actions. *STATUS:* The proposed Executive Order was forwarded to BOB on July 1, 1963.

The Extension Course Institute has announced two Noncommissioned Officer courses. They are Course NCO Academic Course, and Course 7B, NCO Leadership Course.

Course 7 is open to all airmen and all enlisted men of any component of the U.S. Armed Forces who have not completed the old Officer Candidate School Correspondence Course. Course 7B is open only to those who have completed the Officer Candidate School Correspondence Course, and is no longer in the ECI curriculum.

The NCO Academic Course is designed to provide general military education for career minded airmen. The NCO Leadership Course has been set up to provide that information in Course 7, not available in the old OCS correspondence course.

ECI also announced that it was unable to activate Career Development Course 32350, "Defensive Fire Control Systems Mechanic," on November 1, as planned.

Civil Air Patrol

CIVIL AIR PATROL and the Air Force Reserve have taken initial steps to establish a nationwide program of mutual cooperation between CAP field units and members of the Air Force Reserve Recovery program. The ultimate objective is a stronger internal recovery program, strengthened by the augmentation capabilities of Civil Air Patrol's personnel and equipment.

The first firm steps came recently in the form of a message to all CAP wing commanders from the national headquarters at Ellington AFB, Tex. The message laid the groundwork for a plan which is designed to bring CAP's aircraft, facilities and personnel into an active working relationship with the nationwide recovery mission of the Air Force Reserve. The plan calls for CAP personnel to become familiar with the Recovery concept and outlines specific guidance for employment of CAP resources.

Two primary assumptions form the basis of the plan: (1) That CAP will be able to provide certain services which are not otherwise available, and (2) That pre-selected CAP units, in prior local Civil Defense Agency coordination, will be available for support of the Recovery mission.

From Headquarters, Continental Command, the Air Force's major command which is responsible for supervision and logistical support of the Air Force Reserve, instructions have been forwarded to all Recovery unit commanders directing them to enlist the cooperation and volunteer participation of local CAP units in their Recovery mission. They are also asked to develop plans and procedures detailing the tasks to be assigned the CAP units.

The Air Force Reserve Recovery program is nationwide in scope and is made up of 82 Recovery groups and 200 Recovery squadrons. It has an authorized manning allowance of 1000 Reservists. The Recovery concept embodies the use of Air Force Reservists to assist with the dispersal, aircraft recovery and reconstitution of planes and equipment of the Air Force following a nuclear attack upon the country. Since their inception on May 1, 1961, the Recovery units have given themselves a capable and dedicated segment of the Air Reserve forces. Their training for the post-attack recovery mission has served

on numerous occasions to provide "live" support to pilots and crews of aircraft faced with emergency landings. The addition of CAP's personnel and resources to those of the Recovery units will undoubtedly give new stature and capability to an already valuable force.

The actual number of CAP units and personnel which will ultimately take part in CAP's Reserve Recovery Mission Support program will not be known until the Recovery unit commanders have evaluated and made known their individual requirements. To determine these needs Recovery commanders will consider five specific areas: flying operations, (including light transport, courier, reconnaissance, damage assessment and aerial radiological monitoring); communications; medical; ground transportation; and personnel.

CAP has an impressive inventory of men and equipment. It has approximately 4,200 corporate or member owned light aircraft; a nationwide communications network of about 14,500 fixed, mobile or airborne radio stations; about 4,500 surface vehicles, and personnel numbering close to 80,000 of which nearly 48,000 represent the vitally necessary and promising youth of the nation—the CAP Cadets. CAP units now contain a wide variety of skill specialties, each of great potential value to assisting with the Recovery mission. They include pilots, doctors, nurses, vehicle operators and me-

chanics, radio operators and repairmen, medical specialists, clerical specialists, trained ground rescue teams, and also trained radiological monitoring teams.

Although responsibility for tapping this vast amount of CAP potential rests with Recovery group commanders, CAP wing commanders were given the responsibility of volunteering the services of their units to the Recovery group commanders in their geographic areas.

CAP's Recovery Mission Support plan does not call for instituting a specialized training program for all members, but selected units are instructed by the plan to broaden their unit training to include the mission and organization of Recovery units and survival and CBR (chemical, biological and radiological) training. To familiarize CAP members with the Recovery mission, the plan calls for active participation and on-site observation of Recovery unit training, exercises and tests.

Civil Air Patrol and the Air Force Reserve have often worked in close harmony to achieve a variety of goals from their search and rescue operations to the aerospace education of the youth of our nation. This new plan for a broader and even more active working relationship follows naturally on these past accomplishments, and has the firm support of such top level Air Force leaders as the Secretary of the Air Force and the Chief of Staff.



CAP's nationwide communications network of equipment and trained personnel will serve as a vital adjunct to the Air Force Reserve's Recovery capability.

THE CONTINENTAL AIR COMMAND, currently headquartered at Robins AFB, Georgia, and under the command of Lieutenant General Edward J. Timberlake, is perhaps the only major air command whose beginnings can be traced in part to a Presidential executive order.

On October 15, 1948, President Truman, long an advocate of strong reserve forces, issued Executive Order 10007, directing the services to energize their reserve programs and to "utilize every practicable resource of the regular components" towards that end. In response the Air Force organized CONAC at Mitchel AFB, New York on December 1, 1948. The founding of the new command was also intended to accentuate USAF's air defense effort.

The newly formed command represented a merging of the resources and activities of the pre-existing Air Defense Command and Tactical Air Command, augmented by three fighter wings inherited from the Strategic Air Command. Bases and units that had previously been assigned to ADC and TAC, including the four numbered air forces (the First, Fourth, Tenth and Fourteenth) of ADC and the two (the Ninth and Twelfth) of TAC were reassigned to the command jurisdiction of CONAC. Headquarters of both ADC and TAC, considerably reduced in size, were retained within the command as planning and operational headquarters.

CONAC's three primary mission areas were air defense of the U.S., tactical air support of the ground forces, and the Air Reserve Forces. In addition CONAC was charged with the responsibility for a number of functions whose furtherance was suited to the command's area or territorial system of organization.

In 1949 ADC became a "paper" organization and was supplanted by the Eastern and Western Air Defense Forces. In the following year, CONAC's six regional air forces were regrouped into four (First, Fourth, Tenth, and Fourteenth) and the domain of each adjusted.

With the outbreak of the Korean conflict in June 1950, CONAC's reserve mobilization mission was projected to a position of prime importance. It was a mission crucially important to Air Force operations both in the Far East and at home. Under CONAC auspices, the 25 Air Force Reserve flying wings as well as 22 of the 27 Air National Guard wings, plus various other ANG units, were mobilized. In addition over 118,000 individual Reservists were

processed, mainly by CONAC, into active military service. In all, 147,000 Air Force Reservists and 45,000 Air National Guardsmen were mobilized to augment USAF's active forces.

The impetus given tactical aviation by the Korean conflict led to the reestablishment of TAC as a major air command on December 1, 1950, and the transfer to that command of CONAC's tactical and troop carrier units and bases. A month later, ADC was revived and restored to major command status, leading in turn to the separation of air defense from the missions of CONAC and ending two years of intensive activity on the part of the command to create an effective air defense system for the U.S. Its achievements in that regard were noteworthy. It was CONAC which built the first air defense system in America's history.

The "reconstructed" CONAC concerned itself with its Reserve Forces responsibilities and its score of minor missions and tasks, augmented in the years 1951-1953 by the following: USAF's collateral responsibilities for antisubmarine warfare, the conduct of special air missions, the providing of career testing services for the Air Force, the administration of Air Force personnel assigned to recruiting duties, the conduct of various officer procurement programs, and the operation of the Military Affiliate Radio System program. These gains were offset in 1952 by the loss of the Air Force Reserve Officers Training Corps to the Air University.

In 1951 CONAC was invested with the responsibility for training and equipping engineer aviation units to accomplish Air Force construction overseas, a responsibility which it discharged through the instrumentality of an Aviation Engineer Force, established at Wolters AFB, Texas, on April 1, 1951. From that date to March 1956, when all engineer aviation units were returned to Army control, CONAC, operating through AEF, trained 57 engineer aviation units and deployed 33 overseas.

The main tasks to which CONAC addressed itself in 1951 were the rebuilding of the Air Force Reserve, the reconstituting and refining of its Reserve training structure, and the evolving of effective, realistic training programs. In October 1951, surveys were initiated to obtain an accurate inventory of Air Force Reservists in the U.S. In December 1951, the first four of a total of eight Air Reserve districts and the first five of an ultimate total of 20 specialist training centers were intro-



duced into the Reserve structure. On July 1, 1952, flying training was resumed in the Reserve program.

The establishment of CONAC's Air Reserve Records Center on November 1, 1953 as a central repository for Reserve master personnel records marked a milestone in personnel administration. The center was responsible for the perfection of records for various personnel functions.

A reevaluation of the Air Force Reserve program by the Reserve Program Review Board (i.e., the Johnson Board) in August 1953 had a number of important effects upon the Reserve program. One such effect was the establishment of the initial 50 Air Reserve centers under CONAC on April 1, 1954. The centers represented the fusion in a single organization of the functions and responsibilities of the Air Reserve districts, the specialist training centers and the volunteer training units.

In 1955, acting in accordance with General Twining's policy statement on January 4 of that year, CONAC gave increased emphasis to the development of combat-ready Reserve Forces units capable of employment and deployment on D-Day. In the following year, a similar degree of emphasis was placed upon qualifying individual Reservists for their D-Day assignments and aligning them with specific mobilization requirements.

At CONAC's suggestion, the Air Reserve Forces Functions Review Committee (i.e., the Stone Board) was formed in November 1956 to review and identify USAF functions and tasks which could be performed in peacetime by the Air Reserve Forces. OPERATION 16-TON, which CONAC's Air Force Reserve troop carrier wings had airlifted approximately one million pounds of equipment to the Caribbean, had

THE EVOLUTION

OF CONAC

1948-1963

y provided a striking demonstration of the way in which Air Force reserve transport capabilities could be exploited in peacetime.

In June 1957 the way was cleared for CONAC to proceed with the implementation of a plan which it had espoused—the Air Reserve Technician Plan. The plan was designed to improve the combat readiness of the Reserve flying wings by providing each unit with a cadre of trained, highly skilled personnel available for immediate mobilization. In the same month, a CONAC of an entirely different order and character, its Inland Search and Rescue Plan, was unfurled, the direct consequence of CONAC having been redesignated in September 1956 as the Air Force's executive agent for coordinating search and rescue activities in the continental U. S.

In November 1957 Air Force economy moves forced a reduction in the number of CONAC's Reserve flying wings from 24 to 15. Economy measures were also responsible for the continuance of Headquarters, First Air Force, in June 1958 and for the designation of 11 Air Reserve training centers in the following month. To ease span-of-control problems CONAC's three remaining air wings (the Fourth, Tenth, and Fourteenth) and to provide more effective supervision of individual training, 16 Air Reserve training wings were organized in July 1958 as an intermediate between the numbered Air Force headquarters and the 82 Air Reserve centers.

In January 1, 1959, Air Force responsibilities with respect to the Air Patrol were assumed by CONAC, and the Air Force's liaison advisory organization, Headquarters CAP-USAF, was transferred to CONAC's jurisdiction. The CAP,

with 72,000 members, was active mainly in 4 areas; search and rescue, disaster relief and civil defense, aviation education, and communications (notably in providing a communications back-up for military use).

During 1960, major changes took place in the CONAC command structure, in the command's mission responsibilities, and in the Reserve program itself, all deriving from USAF's Plan for the Revised Management of the Reserve Forces (May 20, 1960). CONAC's three numbered Air Force headquarters (the Fourth, Tenth, and Fourteenth) were disbanded; in their stead as the command's major subordinate commands were organized six Air Force Reserve regions, manned with a mix of active duty and Reserve personnel. The command's Air Force Reserve training wings were redesignated Air Force Reserve sectors. Several of the command's lesser missions were transferred to other major commands.

As part of the same Revised Management Plan, responsibility for the supervision of training and inspection of Reserve Forces units was transferred to the units' gaining commands, thereby ending CONAC's connection with the Air National Guard and correspondingly reducing its role in managing the Air Force Reserve troop carrier wings and most of the other Category "A" units. CONAC, however, retained its basic command responsibilities of these units (as it did for the entire Air Force Reserve) and was responsible for the units' budgetary, logistical, and personnel support. For Reserve units which CONAC itself was the gaining command, CONAC had total responsibility, including inspection and the supervision of training.

Also set into motion as a result of the USAF Plan of May 20, 1960, was a conversion of most of the Air Force Reserve individual training program, as conducted by CONAC's Air Reserve centers, to a brand new program—the Air Force Reserve Recovery Program. The latter program, which by July 1, 1961, comprised 82 recovery groups and 200 recovery squadrons, was intended to assist in the recovery and reconstitution of Air Force operational capabilities in the event of nuclear attack and to provide support for Air Force dispersal operations during periods of tension or attack. The command's Air Reserve centers and their assigned Air Reserve groups were discontinued concurrently with the activation of the recovery groups.

In December 1960, Washington

announced that Mitchel AFB would be closed and that Headquarters CONAC would be moved from that base to Robins AFB, Georgia. On April 17, 1961, the command was fully operational in its new location.

With the consolidation of all Air Force search and rescue operations under the Air Rescue Service in 1961, CONAC's SAR responsibilities were transferred to that command on February 1 of that year. From June 1, 1957, when CONAC's SAR activities got under way, to February 1, 1961, the command's five rescue coordination centers directed 45,000 sorties and were instrumental in saving nearly 2,000 lives.

In the build-up of Air Force active strength ordered by the late President Kennedy in the summer and fall of 1961 (i.e., Berlin crisis), CONAC contributed two Air Force Reserve troop carrier wings and their five troop carrier squadrons and supporting elements. CONAC, through its Air Reserve Records Center, also provided the filler personnel necessary to bring recalled Air Force Reserve and Air National Guard units to full strength. And in subsequent deployments of a considerable number of ANG units to overseas bases, members of CONAC's five Reserve air rescue squadrons, on special tours of active duty, provided additional rescue service for the jet fighters on their transatlantic flight.

CONAC's role in the Cuban crisis of October 1962 was even more impressive. The command's main contributions during that contingency were in the following areas: (1) the call-up of 8 Air Force Reserve troop carrier wings and 6 Reserve aerial port squadrons, comprising over 14,000 Reservists and constituting a significant augmentation of USAF airlift and loadmaster capabilities. (2) The providing of extensive airlift support in actions related to the build-up in Florida and the overall USAF preparedness effort. (3) The support by Reserve air rescue personnel of Air Rescue Service operations in the southeastern United States. (4) The assistance rendered MATS by CONAC's non-recalled C-124 units in airlifting backlogged MATS cargo to various destinations. (5) The voluntary support by 32 of CONAC's recovery units of the SAC, ADC, and TAC dispersal programs as well as the rendering of substantial assistance in other preparedness actions of the various major air commands. (6) Airlift participation in the redeployment of troops and cargo from the southeastern U. S.

Help Wanted

ALABAMA

Bates Fld., 908 TCGp., Officer: (O-2 3, 12 openings in AFSC 1055Z; O-3, five in 1435A). Enlisted: 271X0, E-4 7; 431X1A, E-3 6; 602X0, E-5 6; 702X0, E-3 5.

CALIFORNIA

Hamilton AFB, 938 TCGp., Enlisted: 291X0, E-4 6; 471X1, E-3/5; 571X0, E-3 6; 671X0, E-9; 902X0B, E-5 7; 982X0, E-6.

March AFB, 942 TCGp., Officer: (O-2 3, seven in 1055Z). Enlisted: 274X0, E-4 5; 431X1A, E-4/6; 571X0, E-4 6; 643X0A, E-4 5; 645X0, E-4 5.

943 TCGp., Officer: (O-2 3, 14 in 1055Z). Enlisted: 274X0, E-4/5; 431X1A, E-4 6; 545X0, E-4/6; 571X0, E-4 6; 643X0A, E-4 6.

944 TCGp., Officer: (O-2 3, nine in 1055Z). Enlisted: 274X0, E-4/5; 431X1A, E-4 6; 563X0, E-4 6; 643X0A, E-4 5; 645X0, E-4 5.

McClellan AFB, 87 ATermSq., Enlisted: 605X0, E-4 7; 605X1, E-4 5; 606X0, E-4 5.

940 TCGp., Officer: (O-2 3, 31 in 1055Z). Enlisted: 274X0, E-5; 424X0, E-4 5; 551X0, E-7; 903X0, E-6; 904X0B, E-6.

Travis AFB, 82 ATermSq., Enlisted: 605X0, E-4 7; 605X1, E-4/5; 702X0, E-4 5.

CONNECTICUT

Bradley Fld., 905 TCGp., Officer: (O-2 3, 14 in 1055Z). Enlisted: A43151A, E-5; 431X1A, E-3 6; 571X0, E-3 6; 622X0, E-3 5; 646X0, E-4 6.

FLORIDA

Homestead AFB, 90 ATermSq., Officer: (O-2 3, one in 6044). Enlisted: 60550, E-4 5; 60551, E-4/5; 64650, E-4; 70250, E-4.

915 TCGp., Officer: (O-2/3, 11 in 1055Z). Enlisted: 431X1A, E-3/5; 432X1, E-3/4; 565X0, E-3 6; 571X0, E-3 5; 643X0A, E-3/4.

GEORGIA

Dobbins AFB, 918 TCGp., Officer: (O-2/3, five in 1055A, O-2/3, two in 1535; O-2/3, one in 6724). Enlisted: 271X0, E-4/7; 431X1A, E-3/6; 62250, E-4.

ILLINOIS

O'Hare IAP, 91 ATermSq., Enlisted: 60551, E-4; 60570, E-6.

928 TCGp., Officer: (O-2/3, five in 1535; O-4, two in 9356). Enlisted: 565X0, E-3 6; 571X0, E-3/6; 646X0, E-4 6; 75170, E-6.

Scott AFB, 932 TCGp., Officer: (O-2 3, 18 in 1055Z; O-3, five in 1435A/Z; O-2/3, nine in 1535; O-3, one in 9025; O-4, two in 9356; O-3, one in 9826). Enlisted: 271X0, E-4 6; 431X1A, E-3 6; A607X0, E-4/7; 622X0, E-3 4; 647X0, E-3 5; 702X0, E-3 5.

INDIANA

Bakalar AFB, 434 TCWg., Officer: (O-2 3, 34 in 1055Z; O-2/3, 19 in 1535). Enlisted: 271X0, E-3 6; 431X1A, E-4 8; 571X0, E-3/8; 702X0, E-3 8.

LOUISIANA

Barksdale AFB, 917 TCGp., Officer: (O-2 3, four in 1055Z; O-3, three in 1435; O-4, two in 9356). Enlisted: A43570, E-6 7; A60730, E-4; 643X0A, E-4 6.

New Orleans, 926 TCGp., Enlisted: 421X1A, E-3 6; 471X1, E-3 5; 522X0, E-3 5; 571X0, E-3 6; 622X0, E-3 4; 702X0, E-4 6.

MARYLAND

Andrews AFB, 909 TCGp., Officer: (O-2 3, ten in 1055Z; O-3, one in 1334). Enlisted: 241X0, E-5 6; 27430, E-5; 431X1A, E-3 6; 704X0, E-4 7.

MASSACHUSETTS

L. G. Hanscom Fld., 85 ATerm Sq., Enlisted: 60551, E-4/5.

901 TCGp., Officer: (O-2 3, 15 in 1055Z). Enlisted: 431X1A, E-3 6; 471X1, E-3 5; 571X0, E-3 6; 643X0A, E-3 5; 902X0B, E-3 5.

MICHIGAN

Selfridge AFB, 403 TCWg., Officer: (O-2 3, 25 in 1055Z; O-2/3, 13 in 1535). Enlisted: A29352, E-5; A431X1A, E-5 6; 571X0, E-4/6; A607X0, E-4/7.

MINNESOTA

Mpls.-St. Paul IAP, 934 TCGp., Enlisted: 431X1A, E-3/5; 47151, E-4 5; 565X0, E-3/5; 571X0, E-3/6; 702X0, E-3 5.

MISSOURI

Richards-Gebaur AFB, 442 TCWg., Officer: (O-2 3, nine in 1055C; O-2 3, five in 1535). Enlisted: A43570, E-6/7; 471X1, E-3/5; 643X0A, E-3 7; 571X0, E-3/6.

NEW HAMPSHIRE

Grenier Fld., 902 TCGp., Officer: (O-2/3, 27 in 1055; O-3, one in 1334; O-3, five in 1435; O-2/3, four in 1535; O-4, one in 8816; O-4, one in 9356). Enlisted: A29352, E-5; 431X1A, E-3/6; 432X1, E-3/6; 571X0, E-3/8; A607X0, E-4/6; 702X0, E-3/5.

NEW JERSEY

McGuire AFB, 88 ATermSq., Enlisted: 60551, E-4.

514 TCWg., Officer: (O-2/3, 13 in 1055Z). Enlisted: A29352, E-5; A43151A, E-5; 56350, E-4/5; 646X0, E-4 6; 68370, E-7.

NEW YORK

Stewart AFB, 904 TCGp., Officer: (O-2/3, ten in 1055Z; O-4, one in 9356). Enlisted: 271X0, E-4/7; 274X0, E-5; 90370, E-6; 90470B, E-6.

Niagara Falls MAP, 914 TCGp., Officer: (O-2/3, 11 in 1055Z). Enlisted: 431X1A, E-3/5; 571X0, E-3/5; 64550, E-4/5; 647X0, E-3/5; 702X0, E-3/5.

OHIO

Clinton County AFB, 302 TCWg., Officer: (O-2/3, 52 in 1055Z; O-3, four in 1435; O-3, four in 5526). Enlisted: 27430, E-5; 291X0, E-4/5; 431X1A, E-4/5.

OKLAHOMA

Davis Fld., 929 TCGp., Officer: (O-2/3, 21 in 1055Z; O-3, five in 1435; O-2/5, 15 in 1535). Enlisted: 291X0, E-4/6; 431X1A, E-3/6; 702X0, E-4/5.

Tinker AFB, 937 TCGp., Enlisted: 27430, E-5; 29150, E-4/5; A43570, E-6/7; 461X0, E-3/5; 90270B, E-7.

PENNSYLVANIA

Wyoming, 92 ATermSq., Enlisted: 605X0, E-4/5; 605X1, E-4/5.

Greater Pittsburgh AP, 911 TCGp., Officer: (O-2/3, 14 in 1055Z). Enlisted: 291X0, E-4/5; 431X1A, E-3/5; 571X0, E-3/5; 645X0, E-4/5; 64670, E-6/7.

TENNESSEE

Memphis MAP, 919 TCGp., Officer: (O-2/3, 30 in 1055A; O-3, one in 1334; O-3, one in 1435A; O-3, three in 1435Z; O-3, two in 1535; O-2/3, one in 6444A). Enlisted: 431X1A, E-3/6; 565X0, E-4/6; 571X0, E-3/5; 622X0, E-3/4; 645X0, E-4/6; 73290, E-8.

920 TCGp., Officer: (O-2/3, 22 in 1055A; O-3, five in 1435Z; O-3, one in 1535; O-3, one in 4344; O-2/3, one in 6444A; O-3, one in 7344). Enlisted: 29150, E-4/5; 431X1A, E-3/6; 565X0, E-3/5; 571X0, E-3/5; 622X0, E-3/4; 685X0, E-3/7.

LEGEND: For officer grade identification: O-6 stands for Col.; O-5, Lt Col.; O-4, Maj.; O-3, Capt.; O-2, 1st Lt. Where openings exist in the same Air Force Specialty Code (AFSC) for more than one grade, the lowest and highest grades are indicated. Example: O-2/5 means there are openings for grades first lieutenant through lieutenant colonel. Enlisted: The AFSC identifies the job title. The letter "X" in AFSC (646X0) indicates openings in more than one grade. E-2 indicates airman third class; E-3, A2C; E-4, A1C; E-5, SSgt; E-6, TSgt; E-7, MSgt; E-8, SMSgt; and E-9, CMSgt. Example: 702X0, E-3 7 indicates openings for airmen second class to master sergeant in the administrative career field.

Positions offer up to 48 paid drills, a 15-day tour of active duty annually, retirement points, and possible promotion. Applicants should write directly to unit of choice, giving full name, address, grade and Air Force Specialty Code (AFSC).

OFFICER

1055	Pilot Troop Carrier	6444A	Food Services
1334	Flt Test Maint.	6724	Accounting/Finance
1435	Air Operations	7344	Personnel Services
1535	Navigator	8816	Legal Staff
4344	Aircraft Maint.	9025	Medical (Admin)
5526	Base Engineer	9356	Medical (Aerospace)
6044	Transportation	8926	Dental (General)

ENLISTED

204X0	Intelligence Ops.	571X0	Fire Protection
241X0	Safety	602X0	Passenger & Household Goods
271X0	Air Operations		Traffic
274X0	Command Post		Transportation
291X0	Communications	605X0	(Air)
A293X2	Airborne Radio		Air Freight
	Ops.	605X1	Flight Traffic
361X0	Wire & Antenna	606X0	Acft Loadmaster
	Maint.	A607X0	Food Services
304X4	Radio Comm.	622X0	Fuel Specialist
363X0	Comm. Equip.	643X0A	Inventory Mgt.
424X0	Acft. Fuel Sys.	645X0	Supply (Orgn)
	Mech.	646X0	Warehousing
A431X1A	Acft. Mech.	647X0	Accounting & Finance
431X1A	Acft. Mech.	671X0	Management
432X1	Recip. Engine		Anlys.
	Mech.	683X0	Data Processing
A435X0	Flt. Engineer		Administrative
461X0	Munitions	685X0	Stenographic
471X1	Automotive	702X0	Personnel
	Rpmn.	704X0	Education
545X0	Refrigeration	73290	Medical Services
551X0	Roads	751X0	Radiology
	& Grounds	902X0B	Medical
552X0	Woodworker	903X0	Laboratory
563X0	Water/Waste	904X0B	Dental Lab
	Proc.		
565X0	Heating	982X0	

TEXAS

Carswell AFB, 916 TCGp., Officer: (O-4, two in 9356). Enlisted: 47151, E-4/5; 57150, E-4/5; 64350A, E-4/5; 64550, E-4/5; 64750, E-4/5.

923 TCGp., Enlisted: 291X0, E-4/6; 304X4, E-4/6; 361X0, E-4/5; 363X0, E-4/5; 431X1A, E-3/6; 571X0, E-3/6.

Ellington AFB, 446 TCWg., Enlisted: 291X0, E-4/6; A29352, E-5; 431X1A, E-3/7; 571X0, E-3/6; 643X0A, E-3/6; 645X0, E-3/5.

UTAH

Hill AFB, 945 TCGp., Officer: (O-2/5, 11 in 1055Z; O-2/5, two in 1535). Enlisted: 291X0, E-4/6; 431X1A, E-3/6; 571X0, E-3/6; 702X0, E-4/6.

WISCONSIN

Gen Mitchell Fld., 440 TCV Officer: (O-2/3, 17 in 1055Z; O-5, Five in 1535). Enlisted: 27430, 431X1A, E-3/6; 64350A, E-4 67170, E-6.

WASHINGTON

McChord AFB, 86 ATerm Officer: (O-2/3, two in 6044). Enlisted: 605X0, E-3/4; 605X1, E-4 64650, E-4/5.

Paine AFB, 941 TCGp., Officer: (O-2/3, 20 in 1055Z; O-2/3, 11 in 1435Z). Enlisted: 204X0, E-4 241X0, E-5/6; 271X0, E-3/6; 274 E-5.

Vancouver Bks., 83 ATerm Enlisted: 605X0, E-4/6; 605X1, 4/5; 60690, E-8.

All Air National Guard units are eligible, and encouraged to make known their officer and enlisted personnel vacancies through publication in the "Help Wanted" section of "The Air Reservist" magazine. To do so, send unit lists to: National Guard Bureau, Office of Public Affairs, Pentagon, Wash. 25, D. C.

C	Langley AFB				
	O-6	5	4	3	2
A		2			
Z				1	
				5	
				1	
E			6		
			1		
A				1	
C					2
				1	
					1
	3		1	3	
A			1	2	
			1	1	
			1	1	
				3	2
				1	2
	1			1	
					1
					1
	1			1	
E				1	
				8	
			1	2	
	1	1	2		
			1		
			1		
			1		
			1		
				1	
				2	19
				11	
				1	
	1				

AFSC	O-3	2
3234A	1	
4344	1	
6424	2	2
6476A	1	
6524		1
7324	1	1
8124		1
8824	1	
8924	1	

ASFC	O-6	5	4	3	2
3234A				2	
5525			1		
5534				2	
5544					2
6034					1
6424					1
6476A				2	
6524					1
6834				1	
7324				2	1
8124					1
8924			1	1	
9035				1	
9056				1	
9124					1
9156E				1	
9216				1	
9316	1				
9416		1	1		
9486			1		
9656			1		
9735				1	
9745			1		
9754				6	3
9926			1		

C	O-6	5	4	3	2
A				2	
			1		1
				1	
	1			1	
		1	1		
				1	

	0.5	4	3	2
C			1 1	1
A		1 1	1 1	1
		1	1	
		1	1 1 1	
E	1	1	1	
		2 1 1 1	4	
				1 1 6

C	O-5	4	3	2
A			1	
			1	
			1	
				1
				1
			1	1
			1	1
				1
		1		1
			5	
		1		
		1		

AFSC	0-5	4	3	2
3234A			1	
4344			2	
5544				1
5554				1
6424				1
6476A			1	
6034				1
6524			1	
6724			1	
6834			1	
7324			1	1
8124			1	1
8824			1	
8924		1	1	
9416	1	2		
9735			1	2
9745		1		
9754			8	4
9826		1		

AFSC	0-5	4	3	2
1435Z			1	
4344				1
4724				1
5534			1	
5544				1
5554				1
6034				1
6424			3	3
6476A			1	
6524				1
6854			1	
8054				1
8124				1
9016	1			
9025				2
9316		1		
9826			1	
9926		1		

AFSC	0-5	4	3
1435Z			2
1916		1	
1925			1
3234C			1
4344			1
6024			1
6034			1
6416		1	
6896		1	
7016	1		
7024			1
8044			1
8116		1	
8824			1
9356			

AFSC	0.5	4	3	2
3234A			1	
4344			3	
8824			6	
9056			1	
9124				1
9216			1	
9236			1	
9326		1		
9336		1		
9416	2	1		
9725				1
9735		2	1	

AFSC	Luke AFB		
	0-4	3	2
5544			1
5554			1
8124			1
8824		1	
8924	1	1	
9025		2	3
9035			2
9236		1	
9326	2	1	
9416	1	1	
9636	1		
9735		1	3
9745		1	
9754	2	12	11
9826		2	

AFSC	0-4	3	2
3234A		1	
5534		1	
5544			2
6424			2
6476A		1	
6524			1
6834		1	
7324		1	1
8124			1
8824		1	
9356	1		
9926	1		

TEXAS, Dyess AFB, 516th Troop Carrier Wg., has two openings for 1st Lt. in AFSC: 3234C.

At left and above are officer vacancies which exist for Part I Mobilization Assignees within specified AFSCs at Tactical Air Command bases. Positions offer 24 inactive duty training periods, pay based on category assigned, a 15 day active duty tour annually, retirement points, and possible promotion. Training is performed with active duty unit to which assigned. Applicants should correspond directly with unit of choice, giving full name, address, grade and Air Force Specialty Code (AFSC). Enlisted AFSC's at these units will be printed in the next issue.

Printed below are officer and enlisted Part I mobilization assignment vacancies at the 1501st Air Transport Wg. (H), Travis AFB, Calif., and at the 1607th Air Transport Wg., Dover AFB, Delaware. Rated positions are authorized pay for 48 training periods and 15 days active duty annually. Nonrated positions are authorized pay for 24 training periods and 15 days active duty per year.

Officer		Enlisted		Enlisted	
AFCSC	Grade	AFCSC	Grade	AFCSC	Grade
1535	O-2	27170	E-6	56890	E-8
1925	O-2	27470	E-6/7	56970	E-7
1955	O-3	30170	E-7	56990	E-8
3275B	O-3	30190	E-8/9	57170	E-6/7
4344	O-2	32430	E-5	58150	E-4/5
4355	O-3	42151	E-4	58170	E-6
4724	O-3	42152	E-4/5	58250	E-4
5534	O-3/4	42153	E-4/5	60251	E-4
6016	O-4	42171	E-6	60270	E-6
6024	O-2/3	42172	E-6/7	60370	E-6/7
6034	O-3	42173	E-6/7	60550	E-5
6424	O-3	42250	E-4	60570	E-6/7
6434A	O-3	42251	E-4	A60650	E-5
6444A	O-3	42271	E-6/7	A60750	E-5
6534	O-3	42353C	E-4	A60770	E-6
6816	O-4	42370	E-7	62270	E-6/7
6834	O-3	42450	E-4	64270	E-6/7
6896	O-3	42470	E-6/7	64370A	E-7
7324	O-2	43151A	E-4/5	64390	E-8
7344	O-3	43151E	E-4/5	64570	E-6/7
7916	O-4	43171A	E-6/7	64670	E-6/7
8816	O-5	43171E	E-6/7	64771	E-6/7
8924	O-3	43190	E-8	65170	E-6/7
9016	O-4/5	43250	E-4/5	67170	E-6
9025	O-3	43251	E-4/5	67190	E-8
9035	O-4	43270	E-6/7	68170	E-7
9156F	O-3	43271	E-6/7	68570A/B	E-7
9166	O-3	43290	E-8	68770	E-6/7
9186	O-2	43430	E-5	70150C	E-4
9226	O-3	43470	E-6	70270	E-6/7
9236	O-2/3	A43570	E-6/7	70470	E-6/7
9316	O-6	47170	E-6/7	70550	E-5
9366	O-4/5	47190	E-8	70570	E-7
9386	O-4/6	53150	E-4	71150	E-4
9416	O-3/6	53250	E-4	72170	E-6/7
9446	O-3/4	53370	E-6/7	73270B	E-6/7
9476	O-3	53450	E-4	73290	E-8/9
9486	O-3/5	53470	E-6	73370	E-6/7
9546	O-4	54270Z	E-6/7	74151	E-4
9586	O-4/5	54570	E-6	77150	E-4/5
9636	O-3	54670W	E-5	77170	E-6/7
9656	O-4	55151	E-6	90252	E-4
9716	O-4	55152	E-5	90270B	E-6/7
9725	O-2/3	55170	E-6	90470A/B	E-6
9735	O-2/4	55250	E-4/5	90450B	E-5
9745	O-2/4	55251	E-4/5	90570	E-6
9754	O-2/3	55270	E-6/7	90650	E-4/5
9856	O-5	55290	E-8	90651	E-4/5
		56350	E-5	90670	E-7
		56370	E-6/7	90750	E-4
		56450Z	E-4	90850	E-4
		56570	E-6	92250A	E-4/5

AFSC	Officer Grade	No.			
1045G	O-4	1	43171A	6	14
1045E	O-2	1	43171A	7	9
1416	O-4	1	43171E	6	19
1535	O-3	3	43171E	7	5
1535	O-2	5	43270	6	6
1584	O-3	6	43270	7	2
9025	O-3	4	43271	6	8
9316	O-5	5	43271	7	3
9316	O-6	1	A43570	6	59
9356	O-6	1	A43570	7	61
9416	O-6	1	60350A	4	5
9656	O-4	2	A60750	5	33
9716	O-6	1	A60770	6	7
9816	O-6	2	70270	6	23

OFFICIAL BUSINESS

Return Requested

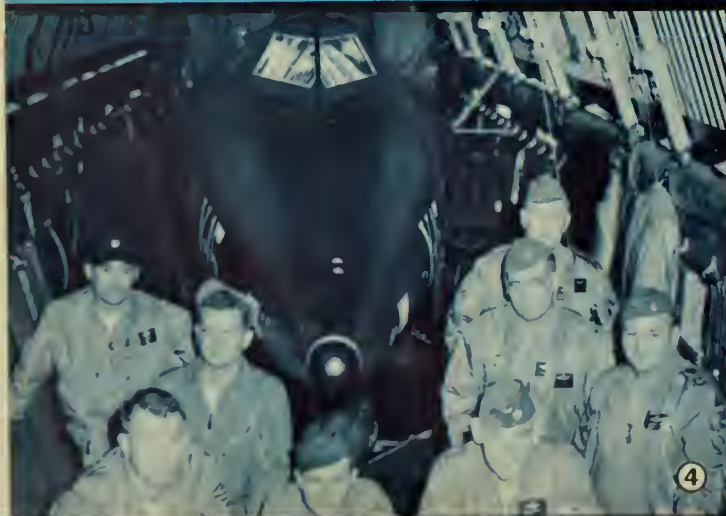
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RESERVE CAMERA

① Marching down Washington's Pennsylvania Ave. to the beat of muffled drums, Reservists of the 459th TCWg., Andrews AFB, Md., led by their commander, Col. Charles Briggs, Jr., joined a sorrowful nation in paying last respects to the late President John F. Kennedy on November 25. ② An H-34B helicopter hovers over simulated "fire and rescue" operation during the height of recovery exercise competition of the 9109th AFRRSq., at MacArthur Airport, Bohemia, New York. ③ "Why A Reserve?" Ranking officials of our Reserve Forces supplied the answer during a recent Georgetown University radio and TV forum in Washington, D. C. (l-r) Moderator Wallace Fanning; Maj. Gen. W. J. Sutton, chief of Army Reserve; Maj. Gen. C. R. Low, asst. chief of staff for Reserve Forces, USAF; RADM W. C. Hughes, asst. chief of Naval Personnel for Naval Reserve, and Brig. Gen. R. R. Van Stockum, director of Marine Corps Reserve. ④ One of four C-124 crews from the 442nd TCWg., Richards-Gebaur AFB, Mo., which recently provided airlift for the Air Force's X-15 research plane during Latin America showings. (l-r) TSgt. Walter Grace; A2C Terry Price; Maj. James Bartimus; TSgt. Floyd Dawnler; Maj. Robert Jones; Maj. Melvin Stower; MSgt. Frank Hibbs, and Maj. Claude Lawson.

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FEBRUARY 1964

the air reservist

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[Not Necessarily] Prologue

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AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

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The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq USAF.



Our cover highlights 1963 Air Reserve Forces activities: Top—Reserve troop carriers during Swift Strike III. Bottom—ANG fighter interceptor on alert duty. Though these activities were "praiseworthy," indications are "What is past is not necessarily prologue" (apologies to the Bard). 1964 will be more demanding than 1963. Much thought is being given to new missions, programs and policies. In this issue we attempt to feature the events of 1963 and project some of the changes in the offing.

Scanning



Reservists of 51st Casualty Staging Gp., Willow Grove, Pa., spent weekend in 'round-the-clock efforts helping McGuire AFB medics get military patients home for Christmas. (l-r) Reserve Capts. Eleanor Yesenko and Clara Williams and A2C Herman Soloman, ready litter patient for transfer.

A double-barreled on-the-job training program employing educational requirements as well as practical application of specific job principles has been launched by the Air Force. The program is designed to provide a trainee with an intimate knowledge of the duties and requirements of his specific job assignment. Theory and the broad fundamentals of his specialty will be acquired through career development correspondence courses.

Officials say narrowing of the field of knowledge which trainees must master will result in quicker upgrading of skill levels and cut the amount of time spent in training status. It also relieves a commander of most training responsibilities except those in direct support of his mission.

The new concept was implemented first in 16 specialty codes. All, except one, relate to the aircraft maintenance career fields. The exception is the security and law enforcement field. It will be applied to more as soon as training materials are available.

The two-part program is to be conducted simultaneously. The portion where the trainee learns by doing will follow a job proficiency guide prepared by the working supervisor under the direction of the major air command. This guide will provide detailed knowledge required in the day-to-day performance of the trainee's duties. Thus, if he is assigned to work on a particular jet engine, his entire training program is focused only on that type engine. Under the old program, a jet engine mechanic

might be required to possess knowledge of several types.

The trainee's broad knowledge of theory and fundamentals of his specialty will come from courses offered by the Air University Extension Course Institute (see Nov. '63 *The Air Reservist*). Enrollment in the courses is mandatory and satisfactory completion is as necessary to upgrading as is job proficiency.

Specialty knowledge tests, based on material covered by career development courses, are being rewritten.

In a step toward improving aerial port capability in the Air Reserve Forces, six Reserve aerial port squadrons will be discontinued and forty aerial port flights are to be activated this month.

The 40 new flights will be located with and assigned to troop carrier groups. They will use the same numerical designation as their parent troop carrier group.

The reorganization is considered an interim step aimed at improved aerial port capability. The flights will be operated within equipment and money authorized and programmed for present aerial port squadrons pending aerial port authorization of additional resources.

Current manpower authorizations should permit initial Reserve manning of approximately 1 officer and 21 airmen per flight.

*Part of your income as a Reservist
is taxable . . . Many deductions are permitted
This article by Guardsman Behren,
a professor of taxation, may save you money.*

INCOME TAX

by **Capt. Robert A. Behren**
102nd Air Transport Sq.

ent tax changes make it advisable for members of the Reserve Forces to review their taxable "Reserve" income and allowable "Reserve" deductions. Taxable income for a Reservist includes his basic pay for attending drills, training duty and summer encampments, incentive pay for hazardous duty, and special pay for certain professional specialties. Retirement pay also is taxable unless the Reservist retired for reasons of physical disability resulting from active service.

Not taxable are the basic allowances for subsistence and quarters paid while on active duty for training or while attending summer encampments. Also not taxable are uniform allowances, rations furnished in kind to enlisted reservists, transportation in kind, and disability retirement pay.

Mileage and per diem allowances which exceed actual expenses also are taxable income and must be labeled "Excess Reimbursements" and included in wages.

Revenue Ruling 55-109 is important to Reservists as it concerns allowable deductions resulting from travel required to attend drills. If a Reservist is required to make trips (not extending overnight) to attend drills that are conducted away from the area in which his regular place of business is located, he may deduct his round trip expenses. However, if drills are held within the locality of his regular place of business, transportation expenses are deductible unless he is also working at some other business location during the same day. Thus, a Reservist attending a weekend drill within his business area cannot deduct his travel expenses unless he also works on his civilian job that same day. The Reservist attending an evening drill on a regular work day may deduct his one-way transportation expenses in getting from his civilian job to the drill. If he returns to his home before attending the drill, he can deduct only the lesser of the travel expenses from either his home or place of employment to the drill. These rules also apply to men attending supplementary training periods other than prescribed drills whether or not in pay status.

What constitutes the area in which a regular place of business is located is not spelled-out, but is a question of fact which depends upon each circumstance.

A distinction is made between transportation expenses and "travel away from home." "Away from home" is interpreted as being away from home "overnight," and in such cases the Reservist is allowed deductions for the cost of his lodging, meals and transportation. If travel does not extend "overnight," the cost of meals and lodging is not deductible and travel expenses are deductible as previously discussed.

Reservists may deduct travel expenses (including meals, lodging and transportation) if they are on active duty for training or attending service schools or field training away from their home base or place of business. These expenses may generally be deducted in full without offsetting the amount of basic subsistence and quarters allowances against such expenses, although mileage and per diem allowances must be offset. Thus, such costs are deductible providing they are "ordinary and necessary."

Reservists required to be away from home "overnight" because of official cross-country travel may deduct the cost of meals and lodging incurred during such trips as travel expenses.

New tax regulations place a strict burden of substantiation on Reservists seeking deductions for travel expenses. The Reservist must prove that such expenses were incurred and the amount of the expenses. The new substantiation requirements pertain to record-keeping and documentation. (Although Reservists are not required to keep detailed records and documents, the lack of proper records may result in disallowed deductions if the tax return is challenged.) The new rules apply to travel expenses incurred while traveling away from home, i.e., overnight. If a Reservist claims such deductions he should record at or near the time the expense is paid: (1) the amount he spends daily, broken down into reasonable categories such as meals, lodging, etc.; (2) the dates of departure and return for each trip and the number of days spent in military activities; (3) the destination or locality of travel; and (4) the reason for the travel. Normally, when a Reservist travels under official orders, copies of those travel orders will meet the requirements of (2), (3) and (4) above.

Adequate records and sworn statements will normally serve to substantiate claims for deductions involving travel expenses, but in unusual circumstances the Internal Revenue Service may require additional evidence.

Reservists should retain documentary evidence (such as an itemized receipt) for any lodging expense incurred while traveling away from home and for any other expenditure of \$25 or more. In other cases the retention of receipts is advisable even though not required. Proof of actual transportation costs will not be required if not readily available.

The expense of using an automobile to meet Reserve commitments can be deducted as part of travel or transportation expenses. This is done by deducting either an allocable share of total automobile expenses based on the ratio of mileage attributable to Reserve activities, (1) over the total mileage, or (2) a standard mileage rate of ten cents per mile for the first 15,000 miles of Reserve use and seven cents per mile above that. The standard mileage rate is in lieu of all operating and fixed costs of the automobile allocable to Reserve purposes, but parking fees and tolls can be deducted separately.

Certain deductions are permissible regarding the uniform worn by Reservists. He can deduct the cost of purchasing and maintaining it to the extent that the expenses exceeded any uniform allowances.

It must be emphasized that the above "basic" rules are of "general" application and must be considered in the light of the particular circumstances of the individual Reservist. They are far from exhaustive; other tax techniques can be applied successfully in more specific situations.

Except for uniform expenses, all of the above deductions are for adjusted gross income purposes, and can be deducted in addition to the 10 percent standard deduction.

ANG: "... a more significant role ..."



■ New Equipment—F-105 "Thunderchief"



■ New Potential—overseas deployment



■ New Mission—Air Commando support

Instances of changes leading to a broader augmentation role for the Air Guard.

"Berlin demonstrated that the Guard can be used as an instrument of foreign policy. As a result . . . we came to realize that the Guard must be ready now to respond to any need that would exist in either a cold or hot war situation—actual or potential. We have reached this goal. The Air National Guard now is prepared to play a more significant role in this era than any that has been required of us in the past."

Maj. Gen. Winston P. Wilson,
Chief, National Guard Bureau

For Air National Guardsmen, "What is past is [not necessarily] prologue." There will be changes, based on new missions, capabilities and requirements. Following is an account of some of ANG's accomplishments in 1963 and its plans for tomorrow:

Flying Safety: During 1962, Air Guard pilots established a record low accident rate of 7.85. Through the concentrated efforts of ANG's officers and men, their flying safety record

of December 31, 1963 stands at a new low of 7.5. ANG pilots flew a total of 314,445 hours in 1963.

One unit which has contributed much toward ANG's low flying safety record is the 146th Air Transport Wing, Van Nuys, Calif. This unit recently completed its fourth consecutive year of accident free flying. Since becoming one of the first two Air Guard units to convert from swept wing jet fighters to the four-engine C-97 "Stratofreighter" (January 1960), the 146th flight crews have logged over 36,000 hours. In accomplishing their MATS missions they have flown throughout the United States and to Europe, the Far East and South America. A factor which makes the wing's perfect flying safety record particularly notable is that the Van Nuys airport is listed as third busiest in the U.S.

Personnel: The shortage of personnel was rated as a major problem area at the start of 1963, and was given special emphasis at every level

of command. This problem was generated primarily by the Berlin and Cuba recalls. In addition to losses by attrition there were no recruiting efforts by those units which had been mobilized. In a massive effort to offset these personnel shortages, the National Guard Bureau announced early in January 1963, the launching of a recruiting drive labeled "Try One." In the six-month period during which the "Try One" recruiting drive was given maximum attention, the ANG strength climbed from 67,177 on December 31, 1962, to 74,325 on June 30, 1963, a net increase of 7,148.

Augmentation: Individual accomplishments by Air Guardsmen became the norm. Last year, Air Guard pilot standing runway alerts flew the F89Js and F102s on more than 23,000 occasions to make intercepts for the North American Air Defense Command. One of ANG's outstanding units, the 146th Fighter Interceptor Squadron, Pittsburgh, Pennsylvania, achieved the distinction

winning the Air Defense Command's "A" Award for all-around superiority. As ANG's entrant in the Air Force 1963 "William Tell" competition, the 146th led by its commander, Major George C. McCrory, captured the Richard I. Bong Trophy for being the best team in the F-102 category. They outscored their fourteen competitors in winning the Royal Canadian Air Force Traveling Trophy. This demonstration by the 146th Citizen/Airmen against the finest teams in the Regular Air Force, prompted Lt. General Herbert B. Thatcher, commander, Air Defense Command, to write, "Air Defense Command is proud to have the Air Guard as full-fledged members of the Air Defense team. They provide a stability that is vitally important . . . They stand their share of runway alerts. Thank God for the Air Guard."

ADC is not the only USAF major air command to employ the skills of Air Guardsmen. During the past year the Military Air Transport Service regularly called upon aircrews from 25 ANG squadrons to fly many of its global airlift missions. Flying ANG's C-97 "Stratocruisers" or C-121 "Constellations," these Air Guard crews accomplished MATS missions to all points on the globe and at the same time trained for wartime service in strategic airlift. During 1963, sixteen ANG C-97 squadrons airlifted 12 million pounds of MATS cargo while performing some 700 overwater training missions.

Recently ANG tanker aircraft, flight crews and ground personnel worked as a team to support the 3,500 mile, non-stop flight of 12 reconnaissance jet aircraft from Birmingham, Ala., to Anchorage, Alaska, to accomplish a photo reconnaissance mission for the Alaskan Air Command. Labeled Project Minuteman Alpha, the mission required Guardsmen to fly more than 300 hours and photograph some 250 targets in the vast and desolate regions of Alaska. Air Force Chief of Staff, General Curtis E. LeMay wrote of the event, "The history-making deployment to Alaska . . . certainly reflects credit upon . . . the units which took part, and the Air National Guard. The detailed planning, professional airmanship and outstanding maintenance during this operation established a record for which we are all proud."

Other instances of Air Guard professionalism being used during 1963 to accomplish a USAF mission were displayed by Air Guard's GEEIA

squadrons. GEEIA (Ground Electronics Engineering Installation Agency) units are a highly technical arm of the U. S. Air Force, and ANG's fifteen GEEIA and two communications maintenance squadrons used their summer encampment periods to accomplish USAF directed missions.

Problems: Air National Guard continues to have a shortage of rated officers, with most existing in the pilot and navigator career fields. The shortage of pilots was generated primarily from increased authorizations resulting from the conversion of 19 fighter units to a heavy transport mission. For a similar reason the Air Guard still faces a shortage of navigators. The coming year will find greater emphasis placed on the procurement and training of new ANG pilots and navigators.

Exercises: Throughout 1963 the Air Guard participated in a variety of U. S. Air Force and U. S. Army joint exercises, such as, LOGEX, Big Blast Papa, Apache Opal and Long Haul II. As important as each of these was to supporting the Regular forces and enhancing the skills of Guardsmen involved, Exercise Swift Strike III dominated the year's activities. Air Guard C-97s and C-121 transports worked with the CALSU (Combat Airlift Support Unit) at Sewart AFB, Tennessee. Aircraft control and radar surveillance also was provided by Guardsmen to both the Red and Blue forces which competed against each other during the exercise, and tactical fighter and reconnaissance support was furnished by Air Guard aircraft and crews.

In addition to serving as a tool for practical experience, Exercise Swift Strike III also was used as a testing ground for new concepts. Improved techniques of battlefield fuel resupply by Air Guard KC-97 aerial tankers were given a thorough testing as was the practical support capability of its four new Air Commando groups.

Projection '64: The year 1963 may best be described, generally, as a "productive" year for the Air National Guard, and with the successful completion of each mission, the overall concept of Air Reserve Forces readiness and utility gains added strength. The coming year will find Guardsmen continuing to give professional support, attacking old problems, facing new ones, giving daily support to the Federal government and its active military forces, and

standing ready to furnish immediate emergency support when called upon by local state authorities. New equipment, new personnel, and new mission requirements will account for a continuation of the emphasis on training and education.

Under consideration is a plan for the deployment of an Air Guard jet tactical fighter squadron to Europe this coming summer. Although no specific unit has been selected for the overseas deployment, indications are that the 113th TFSq, Andrews AFB, Md., may be chosen. The 113th flies the F-100 and recently completed a tactical redeployment overseas to Puerto Rico. Whichever unit selected, will be supported by Regular Air Force units and other ANG aerial refueling and transport squadrons.

Another unit which is likely to experience a change is the 141st Tactical Fighter Sq., McGuire AFB, N. J. This unit soon will be the first ANG squadron to receive F-105s.

New mission requirements will find ANG's aeromedical transport units converting to a straight transport mission for the purpose of supporting MATS overseas commitments on a year-round basis.

Changes in aircraft and missions are but one phase of expected developments. Also keeping pace with changing requirements are Guardsmen assigned to the Accounting and Finance, and Statistical Service sections. The 106th Aeromedical Support Group, Brooklyn, New York, recently became one of the first in the Air National Guard to automate completely with data processing equipment. These Guardsmen now do a faster and more effective job of managing financial programs which average two million dollars a year.

Acceptance too, will be a major goal of the Air National Guard in the new year. By its professionalism and conscientious application to the missions assigned, the Air National Guard of today can expect the new year to bring a greater awareness of its readiness and capabilities from the American public, the active military establishment and especially the gaining major air commands.

Army General Paul D. Adams, commander-in-chief of America's powerful U. S. Strike Command, said the Guard "... must be prepared and ready, figuratively speaking, to march toward the front with us in an unbroken column." It is safe to say that 1964 will again prove ANG's desire to meet that objective.



B-57s for Air Guard in 1964? Three ANG tactical fighter squadrons expect to exchange F-86Hs for B-57s, and assume tactical bomber missions this spring if current plans are approved for the transfer of the aircraft.

■ SCANNING from page 2

Every effort will be made to place those Reservists displaced by the reorganization through cross training and placement in other Reserve units. Loadmaster personnel currently assigned to aerial port detachments will not be displaced because of variances in grade or AFSC.

Standard policy on transfer of Reserve officers and enlisted personnel to the Retired Reserve of the Reserve Forces was spelled out recently in DOD directive 1200.4.

Covered are circumstances under which the secretary of the service shall transfer retired members to the Retired Reserve as well as when members may request transfer.

The directive also provides that at the time of transfer or assignment to the Retired Reserve, the member shall be placed on the retired list in the highest grade in which he has satisfactorily served or in the highest grade for which eligible by law.

Generally, the policy says that a member may be assigned or transferred, upon his application, to the Retired Reserve when he has (1) completed a total of 20 years honorable service in the Armed Forces, or (2) completed 10 or more years of active commissioned service, or (3) been found physically disqualified for active duty, or (4) attained the age of 37 years and completed a minimum of eight years service as described in Title 10, U. S. Code.

Applications are being accepted by Hq USAF for the recall of six non-EAD Reserve officers to fill 8033/265 positions. AFR 45-22 cites eligibility status and procedure for submitting applications. Qualified officers are encouraged to apply.

Selected officers will be recalled to EAD in calendar year 1964 for a four year period and will function as principal advisors on Reserve affairs at Hq USAF and major commands.

The following are the ranks, AFSC's and duty assignments which are open. Hq USAF: colonel, AFSC 0016; and three lieutenant colonels, AFSC 3016, 7316 and 7516. One colonel, AFSC 0076, for Air Force Systems Command, and a colonel, AFSC 7016, for the Military Air Transport Service.

Economic advantages and the need for community acceptance of the Air Reserve Forces. These were significant points stressed by Major General Curtis R. Low, assistant chief of staff for Reserve Forces, speaking to "Town Hall," an organization of leaders in business and industry in Los Angeles, Calif., on January 21.

"The manning of Reserve Forces' units," said the general, "depends in large measure on the attitudes of the business and civic leaders of the local communities. The state of manning required for the essentially high degree of Reserve Forces readiness can be achieved only if the members of

the Reserve Forces are supported by their employers, their families, and by those with whom they come in contact . . . The Air National Guard and the Air Force Reserve provided an essential segment of aerospace power [during Berlin and Cuban crises]. They are part and parcel of our deterrent strength, and you and I should be mighty thankful for their existence."

Briefly . . .

Former Secretary of the Army Cyrus R. Vance has succeeded Roswell L. Gilpatric as Deputy Secretary of Defense. Mr. Gilpatric resigned to return to his civilian law practice. Stephen Ailes, Under Secretary of the Army since 1961, assumed the post of Secretary of the Army. The new change makes Mr. Vance the second-ranking official in the Pentagon, under Secretary of Defense Robert S. McNamara . . . A new course in the medical career area, USAF Medical Materiel Service, Course 9030, is now available through the Extension Course Institute. The course is made up of three volumes, and carries 99 study hours, 33 credit points. It is designed to give the student a general understanding of the USAF Medical Materiel Service at all echelons, and a comprehensive knowledge of the medical supply program at base level. No special eligibility requirements are needed to take the course.

One Air Guard officer has been nominated for promotion to major general and four to the rank of brigadier general by President Lyndon B. Johnson. Brigadier General George R. Doster, chief of staff, Alabama ANG, has been named for promotion to major general. Named for brigadier general were: Colonel Duane L. Corning, adjutant general, South Dakota; Col. Staryl C. Austin Jr., assistant adjutant general for air, Oregon; Col. George W. Edmonds, commander, 144th Air Defense Wing, Fresno, California; and Col. Harry G. Staulcup, chief of staff, Delaware ANG. The nominations await Congressional approval.

There will be a squadron reunion of WWII pilots of the 27th (Black Falcon) Squadron, 1st Fighter Group the latter part of this month in Phoenix, Arizona. Officers and pilots wishing additional information write Frederick D. Nichol, P.O. Box 2180 N-381 Houston Research Center Houston 1, Texas . . . Members of the Nashville Chapter, 8440th Air Force Reserve Recovery Group Aux

iliary are anxious to correspond with other active Air Force Reserve auxiliaries across the country. The chapter has just completed a successful first year as an active organization and would like to share their views, types of programs and other details with other auxiliaries. Their address is: Nashville Chapter, 8440th AFRR-Gp. Auxiliary, 2720 Nolensville Rd., Nashville, Tenn. (37211) Attn: Deputy for Operations.

A change to the Airman Classification Manual in March will add several responsibilities to aircraft loadmasters when cargo aircraft are used to haul troops. The additional duties include emergency briefings, equipment demonstrations and explanations, and emergency evacuation procedure drills. Also briefings on domestic and foreign border agency clearance requirements. Loadmasters will be expected to carry out these assignments during troop and unit movements and joint airborne exercises, and whenever troops are transported on cargo aircraft without a flight traffic specialist aboard.

People . . .

Let's face it! It's impossible to cover the individual exploits of approximately one-half million Reservists within 16 pages. However, we occasionally feel compelled to give it the "college try." Here is a tiny sampling of the dedication within the Reserve program:

MSgt. Joseph Pellittere, flight engineer with the 514th Troop Carrier Wing, McGuire AFB, New Jersey, has been credited with saving a wing C-119 and possibly the lives of its crew. The aircraft was returning from an equipment drop mission last fall when the sergeant discovered its nose wheel was jammed. Making a quick decision, he climbed down into the aircraft's open wheel well minus a parachute. Straddling a slippery strut for support, he detached a bolt, re-securing the nose wheel. He then returned to the aircraft's interior and completed the job of securing the wheel in a down position so that the plane could be landed safely.

MSgt. William J. Conklin, an advisor attached to the 9101st Air Force Reserve Recovery Sq., Oriskany, N.Y., was recently awarded the Airman's Medal, for heroism. Sergeant Conklin voluntarily risked his life to enter a burning home, arouse its occupants and save an elderly woman.

TSgt. Elmer F. Schilling, loadmaster assigned to the 433rd Troop Carrier Wing, Kelly AFB, Texas, was recently awarded the Air Medal for "Meritorious Achievement" in aerial flight during last September's annual Troop Carrier Competition at Clinton County AFB, Ohio. He was cited for "courageous action and professional competence" in preparing a heavy equipment load for jettisoning seconds before his C-119 crash landed, thus preventing possible injury or death to those on board.

1st Lt. Frederick P. Vasilchek and **2nd Lt. Raymond F. Besecker**, attached to the 109th Air Transport Group, Schenectady, New York ANG, recently saved a woman from plunging over the Niagara Falls. The Guardsmen noticed a woman floating in swift current 200 yards above the falls. Jumping onto rocks Lt. Vasilchek tossed the woman one end of his jacket, and brought her to safety with the help of Lt. Besecker.

MSgt. Lynn Stark, food service supervisor for the 939th Troop Carrier Gp., Portland, Ore., is a walking blood bank. He has donated 100 or more pints of blood to the American Red Cross during the past 20

years. Stark originally set up his blood donation program as a living memorial to his brother Howard and a friend who were killed on Leyte during WWII. In addition to donating his own blood, Stark also has recruited thousands of pints of blood through the programs in Portland and Multnomah County, Oregon.

Capt. Edwin W. Merkel, 184th Tactical Fighter Group, Wichita, Kansas Air National Guard, recently became the first ANG pilot to receive North American Aviation's 1,000-hour plaque for flying the F-100 Supersabre. The captain, an aeronautical engineer in civilian life, logged 600 hours of the time as an Air Force pilot before joining the Kansas Air Guard in 1960.

Mr. George Koshollek, Jr., a staff member of the "Milwaukee Journal" newspaper, is responsible for the unusually fine photograph we used for the cover of last month's issue. The photo featured C-119s of the 440th TCWg., Milwaukee, Wisc., participating in an exercise with the U.S. Army at Fort Campbell, Ky. Also, we thank Mr. Koshollek and the "Journal" for another 440th troop-drop photo used on page 8, this issue.



① Guardsmen of 184th Tactical Ftr. Gp., Wichita, Kans., strategically display dramatic poster advertising need for rated officers.

② Reservists of 90th Air Terminal Sq., Homestead AFB, Fla., compare MATS terminal methods with commercial airline's during tour.



AFRes: "... '64 will be a crucial year."



■ Support—joint Army-USAF exercises



■ Training—recovery of SAC KC-135

Economy and effectiveness of Air Force Reserve's augmentation force is geared to all phases of

"... I believe 1964 will be a crucial year in many ways... While we have made praiseworthy progress in 1963, I am not convinced that we have explored and uncovered all the ways in which the Air Force Reserve can be used as an economical and effective backup for the active establishment... The Secretary and Chief of Staff of the Air Force have said again and again that the Air Force Reserve today is a more integral part of the total Air Force than ever before. With this welcome beginning of recognition comes the obligations to live up to it."

Lt. Gen. Edward J. Timberlake,
Commander, Continental Air Command

Again! "... [not necessarily] prologue." General Timberlake's seeking of ways, "... Air Force Reserve can be used as an economical and effective backup for the active establishment..." portends changes within the program. Following, is a review of the Air Force Reserve's progress in 1963 and a projection of its problems and plans:

Internally: Air Force Reservists gave priority to achieving specific goals. The primary concern was programming; this concern continues.

Several structural adjustments have improved the Air Force Reserve potential. Casualty Staging and Hospital units are being completely reorganized in order to attain a "Ready Now" Medical Reserve program. Aerial Port squadrons are to be discontinued and replaced by flights. These will be integrated into the flying units for greater "Total Force" effectiveness. (See story, pg. 2.)

Two new Air Force Reserve units—the 1st and 2nd Air Postal—have been activated to augment the worldwide Military Postal and Armed Forces Courier Service.

Manning was another subject of major concern and the attention given this resulted in general improvement, with a net increase of over 5,200 officers and airmen during the past year. The troop carrier units increased their manning by over 2,400 since Jan. '63.

The manning deficiencies were the result of several factors: the reorganization of the troop carrier program, the relocation of two of its groups, and the screening of some Reservists to standby status as a result of their recall during the Berlin and Cuba crises. Several corrective actions were taken to achieve greater manpower: an increase in mandatory assignments of individuals having Re-

serve obligations; an increase of man days for training; an increase in funds to permit use of an additional 1,000 non-prior service personnel; the strengthening of the recruiting and retention program by establishing Recruitment Branch at Headquarters CONAC with permanent coordinator at sector headquarters and, placing emphasis on the need of better management techniques throughout the Air Force Reserve.

As *The Air Reservist* went to press the drill pay strength of the Air Force Reserve had passed the 60,500 mark and was nudging the 61,000 drill pay ceiling.

Pilot shortages predominate with the flying units. A CONAC study indicates that this problem will increase with an estimated shortage of 442 at the end of fiscal year 1965, 551 by FY '66, and 645 in FY '67. Despite vigorous recruiting efforts the output from the active force will not provide the pilots needed. CONAC request for activation of special pilot training program for the Air Force Reserve is presently under consideration.

Externally: Reservists made numerous contributions to mission and accomplishments for the Air Force, t



—transoceanic flights

ishment.

cinity of Yakima, Washington, last April and May.

In augmenting the Red and Blue forces during Swift Strike III, Reservists from 16 troop carrier groups flew more than 1,300 sorties, air-dropping 6,000 paratroops, airlanding 5,000 infantrymen, and transporting over 3,000 tons of cargo.

In a program known as CON-TAC, ten Air Force Reserve troop carrier aircraft and crews are available at all times for use by Tactical Air Command and another ten for use in Army airborne training. During 1963, the CON-TAC program was responsible for the movement of some ten million pounds of cargo for the Air Force. In addition, the Air Force Reserve provided more than half of TAC's support for Army Airborne training and air-dropped more than 100,000 troops last year in exercises and training maneuvers.

Air Force Reserve heavy troop carrier squadrons perform overwater training flights along MATS overseas routes in order to develop proper standards of operational readiness. When MATS cargo is carried on these flights, all members of the crew get realistic training. The extra airlift which they provide for MATS is clear profit for the nation.

Reserve augmentation took many forms. Programmed learning courses resulted from the efforts of four teams of Air Force Reserve educators. Each team served on active duty for 30 days, developing the courses as part of a USAF nationwide study aimed at finding more economical and effective ways of training personnel. An example: a six-man team met at Ellington AFB, Texas, to design a course on Nuclear Disaster Control. Their efforts produced a two volume course which was so successful that it is under study for possible use throughout the Air Force.

Recovery: Individual training is given high priority in the Reserve Recovery program. In each of the Reserve's Recovery squadrons, emphasis is placed on acquiring first-hand practical experience in providing emergency landing areas and facilities for the crews and various types aircraft of the Regular Forces. These squadrons participate in as many practice exercises as possible, and some sectors are conducting Recovery competitions to determine their most proficient units. During 1963 there were hundreds of recoveries of various type aircraft. A recent example: Reservists of the 9224th Air Force Reserve Recovery

Sq., Springfield, Ohio, joined with a crew of the Strategic Air Command's 340th Bomb Wing, Bergstrom AFB, Texas, to accomplish a Recovery mission involving a SAC KC-135 "Stratotanker." The services rendered the SAC crewmen by the Reservists included post-crash and firefighting protection, decontamination facilities for aircraft and individuals, medical attention and transportation of mock casualties, debriefing facilities, maintenance equipment, and food, shelter and security protection during the period of their stay.

Mercy Flights: Air Force Reservists participated in several humanitarian airlift missions during 1963. One of the latest involved the men of the 304th Troop Carrier Sq., Richards-Gebaur AFB, Mo. Flying a C-124, the Reservists airlifted a 20,000 pound cargo of wheat, blankets and clothing to assist the victims of typhoon "Gloria" on the island of Formosa. The flight took the Reserve crew to Tachikawa AB, Japan, via California, Hawaii and Wake Island. At Tachikawa, the cargo was off-loaded for a MATS flight to Taiwan. The 304th is one of five squadrons attached to the 442nd Troop Carrier Wing, also at Richards-Gebaur AFB, which augments MATS in its global airlift.

Flying Safety: The flying safety record for Air Force Reserve units was a low 2.5 compared with 2.9 for 1962. In achieving this fine safety record, Reserve pilots and crews flew a total of 196,350 hours during 1963. The 304th Troop Carrier Squadron, Richards-Gebaur AFB, Missouri, became the first Military Air Transport Service Reserve squadron to achieve 10 years of accident-free flying. The 304th is one of five squadrons of the 442nd Troop Carrier Wing assigned to MATS in July 1963. The squadron trained in four different aircraft—C-47, C-46, C-119, and C-124 aircraft—while maintaining the accident-free record. Included in the 10 years was a year of active duty because of the tense Berlin situation in 1961-62.

The 304th is often called upon to perform special operations which have taken their crews and planes from Nome, Alaska to Dhahran, Saudi Arabia. They have ferried C-119s to India, and twice have transported static displays to airfields in South America in support of inter-American goodwill.

see AFRes page 10

■ AFRes from page 9

Projection '64: On January 7, 1964, CONAC Commander, Lt. General Edward J. Timberlake, labeled the year ahead a crucial one. He cited the necessity of an Air Force Reserve program which is clear, constructive and based on sound requirements. The general set forth six objectives for the coming year. They cover a wide range of activities and programs, some already contemplated, some which must be developed. They are: More realistic, acceptable and firm overall Reserve program; organization at every echelon for improved management, more efficient span of control, and higher productivity; maximum manning and retention; increased operational readiness and improved combat capability; highest possible level of equipage; and improved morale and public recognition of all Reservists.

According to General Timberlake, "... a definite correlation exists between our own actions and the recognition we need from higher headquarters in USAF and the Department of Defense. While we have made praiseworthy progress in 1963, I am not convinced that we have explored and uncovered all the ways in which the Air Force Reserve can be used as an economical and effective backup for the active establishment. This is the overriding problem.

"Our broad goal of greater acceptance of the Air Force Reserve will depend in the long run on increased productivity by all concerned. This is the factor essential to maximum manning and every other element of improved capability. The Reserve program is not alone here. Greater productivity per dollar spent is the current watchword of every command in the Air Force and of the entire Department of Defense. It must be evident in the Reserve program if we are to win greater acceptance with the major commands and with Hq USAF."

General Timberlake concluded: "The Secretary and Chief of Staff of the Air Force have said again and again that the Air Force Reserve today is a more integral part of the total Air Force than ever before. With this welcome beginning of recognition comes the obligation to live up to it. Every member of CONAC, every member of the Air Force Reserve must drive as hard toward greater productivity as any member of SAC or TAC or ADC or any other Air Force command. Then, and only then, will the Reserve Program come into its own. This, to me, is no grim,



foreboding situation. It is a challenge of the times and a chance to show that Air Force Reservists can be as effective in peacetime as they are expected to be in war."

Hurricane Cindy held different meanings for different people along the Texas gulf coast last November. For the farmer it meant concern for his crops and livestock, and for the city-dweller it involved locking doors, and windows and gathering up loose objects. For Brigadier General Russell F. Gustke, commander of the 464th Troop Carrier Wing at Ellington AFB, it meant making a decision—a big decision.

On a ramp outside his office sat 35 C-119 "Flying Boxcars"—a quarter of a billion dollars worth of aircraft. Only five of those planes would fit in the hangar space available to the general. A decision had to be made, and made quickly. Should he order the planes flown to the safety of their alternate base more than 500 miles away, or should he risk keeping them at Ellington.

If his decision were to move the aircraft it meant alerting his Air Force Reserve aircrews, calling them away from their civilian responsibilities and families who also faced the possible devastation of "Cindy." And, it would be a very costly move.

If he gambled on keeping the birds at Ellington and then lost, he would be picking up aircraft parts for the next six months while trying to explain why so much public money had been jeopardized.

A good staff kept General Gustke well-informed. At his conference table his staff plied him with advice: weather advisories; movement tables; alert rosters; maps; calculators; performance reports; aircraft status reports; and a host of other important information. But the final decision had to come from one man.

General Gustke decided to gamble—the planes would stay. No one knew better than he that in effect he was putting his professional reputation on the line.

Once the decision had been made it set in motion a number of precautionary measures. About 25 Reservists swarmed over the aircraft shutting windows, securing flight controls, being sure all electrical circuits were off, checking gasoline lines and fillers, putting extra chocks under wheels, and securing the aircraft in other ways. At the office, furniture was moved away from windows, blinds were drawn to reduce possible glass shatter, and important papers put in drawers and files. Within a few hours the task was basically completed and most personnel were allowed to go home.

But, for General Gustke and a few others of his staff it was an all-night vigil that ended with breakfast and the knowledge that the worst of "Cindy" had come and gone and the planes were safe.

By that one decision—the right one—and the hard work of a handful of dedicated Air Force Reservists, a quarter billion dollars in equipment was undamaged and the Air Force saved the cost of having them flown to safety—more than \$900,000.

CAP's Emergency Services . . .

CIVIL AIR PATROL can reflect with pride upon two recent Emergency Services missions which demonstrated the value of this volunteer civilian organization. These involved the commercial airline crash near Elkton, Maryland on December 8 and a B-52 crash near Cumberland, Md., January 13.

Some 388 CAP seniors and cadets participated in the first mission in which they received acclaim for their work in assisting government aviation agencies, commercial airlines and state and local police.

CAP members logged 4,000 man hours in around-the-clock operations at the Elkton crash scene. Its assistance was authorized by the Eastern Air Rescue Service and within a short time CAP's Cecil County Squadron, near Elkton, was on the scene. This unit was the forerunner of a dozen Maryland Wing CAP squadrons whose members were marshaled into action. Two other wings, the National Capital and the Delaware Wing, also sent personnel and facilities to the scene.

Thus began one of the longest and oldest Emergency Services missions which CAP personnel in that area have experienced.

When the mission ended nine days later, CAP had marshaled 388 personnel, set up 5 fixed radio stations, assembled 14 mobile and 2 walkie-talkie communication units, and installed 7 land communication lines.

Mission coordinator, Lt. Colonel Clarence E. Michehl, Maryland Wing deputy for emergency services, assisted by Colonel William M. Patterson, wing commander, established a smooth functioning command post which operated on a 24-hour basis.

Not the least of the command post accomplishments was the orderly organization of CAP members who arrived throughout the first night. They helped stamp out small fires, mounted surveillance posts over scattered wreckage and finally, helped Civil Aeronautics Board personnel pick up and transport parts of the wreckage to Bolling AFB in Washington, D. C., where CAB specialists studied the wreckage in an effort to learn the probable cause.

Administratively, CAP personnel who manned the command post also turned in an outstanding effort.

Throughout the nine-day period, an average of 30 CAP personnel maintained eight-hour duty shifts, night and day, at the scene. Rotation of personnel, their feeding and billeting, was accomplished without a hitch.

Indicative of the efficiency of this element was the organization of transportation to shuttle changing shifts from the accident scene to the mission command post headquarters at Baltimore's Friendship International Airport, 50 miles away. CAP buses brought in from Maryland units made the shuttle runs.

When Civil Air Patrol was released from assisting at the crash scene, its members left with words of thanks and appreciation from officials of the Federal Aviation Agency, CAB, state and local police, Boeing Aircraft and Pan American Airways.

And when, on Sunday, December 16, relatives and friends of the crash victims assembled at the scene for a simple memorial service, a CAP honor guard was on hand.

In the later mission, Maryland, National Capital and West Virginia Wings, participated in the air and ground search for survivors of a B-52 jet bomber which crashed in a blinding snowstorm near Cumberland, Md., on January 13.

The big Strategic Air Command Stratofortress was returning to its home base at Turner AFB, Georgia, when it developed trouble and its crew were ordered to abandon it. Four parachuted into the rugged countryside. The body of the fifth man was found in the wreckage.

Once again CAP was quickly on the scene. It provided 12 aircraft and approximately 60 personnel for the aerial search, ground rescue and communications operations.

Significantly, the distinction of sighting one of the two survivors went to 1st Lieutenant Earl W. Radner, a pilot-member of the Montgomery Squadron, National Capital Wing.

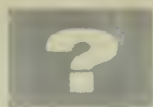
The day following the accident, he sighted Captain Parker C. Peedin, the B-52's co-pilot. Lieutenant Radner radioed for a helicopter which was able to land about a mile from the downed man. A rescue crew, which included CAP Captain Ron Cline of Silver Spring, Md., covered the remaining distance on foot and brought Captain Peedin to safety.

Coincidentally, CAP headquarters published the first part of a three-part Emergency Services Manual in January. This manual will be a guide for CAP members to continue training for just such emergencies. The first part is devoted to CAP's Search and Rescue procedures and techniques. It will be followed shortly by a manual spelling out training guides for CAP-Civil Defense and CAP-Air Force Reserve Recovery Program support.



CAP's mobile communications equipment and personnel are vital to search and rescue operations. Above, CAP communicators give "Emergency Service" assistance to state and federal authorities at air crash near Elkton, Md.

QUESTIONS & ANSWERS



I am a Reserve officer and have been gaining points through attendance at Reserve meetings. I have also been gaining points through extension courses. How may I become entitled to Uniform Maintenance Allowance? Basically, entitlement to Uniform Maintenance Allowance will exist when four years satisfactory service as a member of the Air Force Reserve have been completed and 28 days of active duty have been performed during those four years. Satisfactory service for Uniform Maintenance Allowance is 50 points exclusive of extension courses or preparation of instruction if the uniform was not worn. In no cases are extension course points allowed for Uniform Maintenance Allowance; however, if your unit commander certifies that the uniform was worn during preparation of instruction, these points may be included. If you have fulfilled the basic requirements, submit your claim to your unit of assignment.

I am an Air Force officer assigned to Inactive Status List Reserve Section. How may I obtain an Identification Card? An Identification Card is not issued to a member (either officer or airman) of the Inactive Status List Reserve Section (ISLRS) or the Ineligible Reserve Section (IRS). For further information on Identification Cards we suggest you read AFR 30-20, Issue and Control of Identification Cards.

I was commissioned and went on active duty in July 1955. After serving two years of active duty, I reverted to inactive Reserve July 1957. As of July 1963, I had completed eight years of Reserve and active duty time. In August 1963 I was notified of a change in status to "Standby B." Please explain this status. It was my understanding that I would be discharged when I had completed my military service obligation. Appointments in the Air Force Reserve as a commissioned officer are for an indefinite period. Fulfillment of the period of service required by law does not result in automatic termination of the appointment. Reserve officers are discharged only by a resignation submitted by the officer or for cause. When your obligation terminated, you were reassigned to Standby status and given Standby Screening Code B because you had completed all Ready Reserve requirements. You will not be involuntarily returned to Ready status.

I just completed a special voluntary tour of active duty for 22 days with my Reserve troop carrier wing to ferry an aircraft. Do I still have to participate in the annual 15-day tour of active duty for training conducted by the entire wing? As a member of a Category A unit, in training Category A, Pay Group A, you are required by paragraph 32-16, AFM 35-3, to participate in the short tour of active duty for training conducted by the unit of assignment. This requirement cannot be waived.

I am a rated pilot. I was suspended for physical reasons at time of my release in September 1961. These physical limitations no longer exist. How do I get back on flying status? Contact the tactical Reserve unit nearest you for an assignment and furnish a copy

of your AF Form 5. That commander can authorize flying physical and, if you are qualified, appearance before a flying evaluation board. If you have trouble finding rated vacancy, contact the ARRC.

At one time, I held a commission as a captain, Air Force Reserve. I resigned since I was unable to participate in inactive duty training due to establishing myself in business. I now find that I can again devote time to the Reserve Program. Can my appointment be reinstated? No, a former officer may neither be reappointed nor have his commission reinstated solely on prior service. Appointments may be tendered only in a specialty for which there is a procurement quota. At the present time, such quotas exist only for outstanding Reserve airmen and for persons qualified to serve in the medical, chaplain, and legal career fields. Medical and chaplain personnel can receive appointment consideration for active or Reserve duty; legal personnel will be considered only for appointment with concurrent extended active duty. If you fall within one of these three career fields, we suggest you contact the commander of the nearest Air Force Reserve organization. He will assist you in determining your eligibility under AFM 36-5, and if eligible, he will furnish guidance in submission of formal application.

AEROSPACE LIBRARY



Decisive Air Battles Of The First World War, Arc Whitehouse (Duell, Sloan and Pearce, \$6.50). The story of men and machines, from the birth of airpower to the mass use of bombing planes, who helped make history during the first war in the air.

A History Of Rockets And Space, Courtlandt Canby (Hawthorn, \$5.95). The first volume in the New Illustrated Library of Science and Invention series. An illustrated reference book on the history and evolution of the rocket and of space travel.

Exploring The Secrets Of Space, I. M. Levitt and Dandridge M. Cole (Prentice-Hall, \$5.95). A presentation of a basic course in space age astronomy and physics and an explanation of the roles that biology, psychology, medicine and other physical sciences will play in planning future space flights.

The Week Before Pearl Harbor, A. A. Hoehling (Norton, \$4.50). This account of the seven fateful days before the Japanese attack on Pearl Harbor, December 7, 1941 is based on testimony, extensive correspondence, and in interviews with men who were in high posts in 1941.

The Arms Debate, Robert A. Levine (Harvard University Press, \$6.50). An impartial analysis of the structure and dynamics of the entire range of views on American military policy.

Primer For Revolt: The Communist Takeover in Vietnam, Truong Chinh (Praeger, \$5.00). A leader of the Viet Minh had two books published in 1945 and 1947. One is entitled ***The August Revolution***, describing the Communist takeover in 1945, and the other, ***The Resistance Will Win***, is an appraisal of the strengths and weaknesses of the French as well as the Viet Minh. They are printed here in one book.

Weekend Training Overseas



■ Refueling capability of ANG tactical jets makes rapid overseas deployments possible.

end deployments to Europe . . . jets! That's the horizon Air National Guardsmen are about ready to conquer. To date, such overwater missions were the sole province of transports, but now it appears they will have to share the spotlight. The Air Guard's Military Air Transport Service mission is an old story. Its big, four-engine C-97 transporters and C-121 Super Constellations have been hauling vital military cargo to Europe and the Far East with the regularity of a milk train. But now the Tactical Air Command fighter and reconnaissance jets are getting into the act and before long, they will be crossing the Atlantic for weekend exercises.

For the present, however, it's overwater hops to Puerto Rico and Bermuda—brushing up on complex navigational procedures and improving flight refueling techniques. All this represents a giant step forward in the Guard's operational readiness, and the Air Force is looking on with interest.

Actually, this sudden burst of activity is a logical outgrowth of the Guard's spectacular performance in the fall of 1961, during the Berlin crisis. At that time, Air Guardsmen made history (and confounded the Soviets in the process) by flying 216 single-engine jets to European bases without incident and flying missions as soon as they lived. And they did all this within days of call-up. This was the longest overseas aircraft deployment since World War II.

The Guardsmen are proud of this,

but they know they will have to improve if there is another mobilization.

The Berlin deployment was an island-hopping operation. Now the Guard has a refueling capability—its own tankers to do the job—and the next time they're going non-stop.

The other big difference is that when the crisis erupted in 1961, most of the pilots were shy on overwater navigational and emergency training. The activity after the call was frenzied. Now they're getting to be pros at it in a training status.

The transformation began inauspiciously, with training in air refueling. But the pilots mastered this technique and soon were deploying non-stop to summer field training sites, refueling along the way. After that, the real test began.

The first major deployment came on March 22, 1963 when ten RF 84Fs from Alabama's 117th TacReconGp. flew from Birmingham to Ramey AFB Puerto Rico and returned two days later. Last September, this same outfit flew 3,500 miles non-stop to Alaska's Elmendorf AFB to take some reconnaissance photos for the Alaskan Command. (See Nov. '63 issue of *The Air Reservist*.) These were the real ground breakers.

Then, two months later—on November 22—twelve F-100s from the District of Columbia's 113th Tactical Fighter Group, joined by six more F-100s from St. Louis' 131st Tactical Fighter Group, streaked from Andrews AFB, Md., to Ramey AFB, Puerto Rico, in four hours and twenty minutes, refueling twice along the way and landing in a blinding storm

on schedule. This was a history-making event, since it represented the first non-stop over-water deployment of ANG supersonic jets.

For this deployment, General Walter C. Sweeney Jr., TAC commander, had the following praise: "The execution of this mission in such an exemplary manner conclusively demonstrates the professional competence of all participants. I recognize the detailed planning and high degree of supervision required to accomplish a movement of this type."

And then, on the following weekend, the Air Guard further refined its deployment plans when the 140th Tactical Fighter Group of Denver—also flying F-100s—deployed 2,600 miles to Roosevelt Roads, Puerto Rico and spent an extra day at the base conducting aerial gunnery practice. That weekend, RF-84Fs from the 186th Tactical Recon. Gp., Meridian, Mississippi, joined the Denver Guardsmen and spent a day taking pictures of designated targets.

Air National Guard's primary goals are a well-manned, well-equipped, flexible fighting force that is ready and capable of contributing significantly to the defense requirements of the nation. Long-range jet deployments are a major step in the direction of achieving those goals. But they are just the beginning for the tactical outfits. Their successful completion of the Alaska and Puerto Rico deployments should provide the experience and incentive to make weekend deployments to Europe a reality in the near future.

Help Wanted

Last month this column carried officer vacancies within Tactical Air Command. The following are enlisted vacancies existing for Part I Mobilization Assignees within specified AFSCs at TAC bases. Positions offer 24 inactive duty training periods, pay based on category assigned, a 15-day active duty tour annually, retirement points, and possible promotion. Training is performed with active duty unit to which assigned. Applicants should correspond directly with unit of choice, giving full name, address, grade and AFSC.

ARIZONA

Luke AFB, 4510 Combat Crew Training Wing, 403X0, E-4 (1); 471X0, E-7 (1), E-5 (2); 471X1, E-5 (2); 532X0, E-6 (1), E-5 (1); 533X0, E-5 (1); 542X0Z, E-7 (1), E-5 (4); 543X0, E-7 (1), E-5 (4); 545X0, E-6 (1), E-5 (2); 546X0W, E-6 (1), E-5 (1); 551X0, E-7 (1), E-5 (3); 551X1, E-5 (8); 552X0, E-5 (4); 563X0, E-7 (1), E-5 (3); 564X0Z, E-7 (1), E-5 (2); 565X0, E-7 (1), E-5 (4); 621X0, E-5 (1), E-4 (1); 622X0, E-7 (1), E-6 (1), E-5 (1); 623X0, E-4 (1); 646X0, E-5 (1), E-4 (1); 671X0, E-6 (1); 671X3, E-4 (1); 701X0, E-5 (1), E-4 (1); 702X0, E-4 (2); 704X0, E-4 (8); 732X0B, E-6 (2), E-5 (2), E-4 (3); 771X0, E-6 (1), E-5 (18), E-4 (17); 902X0B, E-8 (3), E-7 (4), E-6 (11), E-5 (18), E-4 (82); 902X2, E-5 (3), E-4 (2); 902X4, E-6 (1), E-4 (2); 904X0A, E-5 (1), E-4 (3); 905X0, E-5 (1), E-4 (2); 906X0, E-6 (2), E-5 (3), E-4 (8); 906X1, E-5 (1), E-4 (2); 907X0, E-5 (1), E-4 (2); 908X0, E-5 (1), E-4 (2); 981X0, E-4 (6).

CALIFORNIA

George AFB, 831 Air Division, 271X0, E-7 (1); 423X3C, E-5 (2), E-4 (2); 431X1A, E-7 (5), E-6 (3), E-5 (2), E-4 (3); 431X1C, E-7 (3), E-6 (14), E-5 (8), E-4 (6); 432X0, E-6 (4), E-5 (8); 432X1, E-4 (2); 461X0, E-4 (1); 471X0, E-7 (2), E-5 (2); 471X1, E-5 (4), E-4 (3); 471X2, E-5 (1); 532X0, E-6 (1), E-5 (1); 533X0, E-5 (1); 542X0Z, E-7 (1), E-5 (4); 543X0, E-7 (2), E-5 (8); 545X0, E-6 (1), E-5 (2); 546X0W, E-6 (1), E-5 (1); 551X0, E-7 (1), E-5 (1); 551X1, E-5 (8); 552X0, E-5 (4); 563X0, E-7 (1), E-5 (3); 564X0Z, E-7 (1), E-5 (2); 565X0, E-7 (1), E-5 (4); 602X1, E-5 (1); 603X0A, E-5 (4), E-4 (4); 603X1, E-5 (1); 605X0, E-5 (3); 605X1, E-5 (1), E-4 (2); 621X0, E-4 (2); 622X0, E-6 (1), E-5 (7), E-4 (17); 623X0, E-4 (1); 643X0A, E-6 (2), E-5 (2), E-4 (8); 645X0, E-4 (4); 646X0, E-5 (3), E-4 (5); 647X0, E-5 (2), E-4 (5); 651X0, E-6 (1), E-5 (1); 671X0, E-6 (2); 671X1, E-5 (2), E-4 (1); 671X3, E-5 (2), E-4 (1); 685X0A, E-4 (2); 701X0, E-5 (1), E-4 (1); 702X0, E-6 (1), E-5 (4); 704X0, E-8 (1), E-5 (4); 732X0B, E-5 (1), E-4 (5); 771X0, E-7 (2), E-6 (2), E-5 (13), E-4 (24); 771X1, E-6 (1), E-5 (1); 901X0, E-6 (1); 902X0B, E-7 (2), E-6 (2), E-5 (3), E-4 (2); 902X2, E-5 (3), E-4 (2); 902X0B, E-4 (1); 90290, E-8 (1); 905X0, E-4 (1); 906X0, E-5 (1), E-4 (1); 906X1, E-7 (1), E-5 (1), E-4 (1).

FLORIDA

Homestead AFB, 31 Tactical Ftr. Wing, 301X0, E-4 (1); 423X3C, E-5 (1), E-4 (1); 431X1C, E-7 (1), E-6 (2), E-5 (3), E-4 (3); 432X0, E-6 (2), E-5 (4); 543X0, E-5 (2); 646X0, E-4 (2); 702X0, E-4 (1).

MacDill AFB, 836 Air Division, 271X0, E-7 (1), E-4 (1); 301X0, E-4 (1); 423X3C, E-5 (1), E-4 (1); 422X0, E-7 (1), E-5 (2); 431X1A, E-6 (2), E-5 (1), E-4 (3); 431X1C, E-7 (5), E-6 (10), E-5 (2); E-4 (3); 432X0, E-6 (2), E-5 (4); 432X1, E-4 (2); 471X0, E-6 (1), E-4 (2); 471X1, E-5 (2), E-4 (5); 471X2, E-4 (1); 461X0, E-4 (2); 531X0, E-4 (1); 563X0, E-4 (2); 571X0, E-4 (1); 602X0, E-6 (1); 602X1, E-4 (1); 603X0A, E-4 (3); 603X1, E-5 (1);

605X0, E-4 (1); 621X0, E-5 (2), E-4 (2); 622X0, E-6 (1), E-5 (5), E-4 (5); 623X0, E-4 (1); 643X0A, E-6 (1), E-5 (2), E-4 (7); 645X0, E-7 (1), E-6 (3), E-5 (2), E-4 (5); 646X0, E-5 (6), E-4 (5); 647X0, E-6 (2), E-5 (3), E-4 (5); 647X1, E-6 (1); 651X0, E-6 (1), E-5 (1); 671X0, E-6 (2), E-4 (1); 671X1, E-5 (2), E-4 (1); 671X3, E-5 (2), E-4 (1); 685X0A, E-4 (2); 701X0, E-5 (1), E-4 (1); 702X0, E-5 (3), E-4 (4); 732X0B, E-6 (1), E-5 (3), E-4 (3); 771X0, E-6 (1), E-5 (3), E-4 (11); 922X0A, E-4 (1).

KANSAS

McConnell AFB, 388 Tactical Ftr. Wg., 403X0, E-4 (1); 423X3C, E-5 (1), E-4 (1); 431X1A, E-6 (2), E-5 (4), E-4 (2); 431X1C, E-7 (5), E-6 (10), E-5 (3), E-4 (1); 432X0, E-6 (2), E-5 (4); 432X1, E-4 (2); 543X0, E-7 (1), E-5 (2); 603X0A, E-4 (3); 646X0, E-5 (2), E-4 (1); 702X0, E-5 (2), E-4 (1); 902X4, E-4 (1); 904X0, E-6 (1), E-5 (1), E-4 (1).

LOUISIANA

England AFB, 401 Tactical Ftr. Wg., 301X0, E-4 (1); 423X3C, E-5 (1), E-4 (1); 431X1A, E-6 (1); 431X1C, E-6 (2), E-5 (3), E-4 (2); 432X0, E-6 (2), E-5 (3); 461X0, E-4 (2); 471X0, E-7 (1), E-5 (6), E-4 (2); 471X1, E-5 (4), E-4 (9); 471X2, E-5 (1), E-4 (1); 531X0, E-4 (1); 532X0, E-6 (1), E-5 (1); 533X0, E-5 (1); 542X0Z, E-7 (1), E-5 (4); 543X0, E-7 (1), E-5 (6); 545X0, E-6 (1), E-5 (1); 546X0W, E-6 (1), E-5 (1); 551X0, E-7 (1), E-5 (3); 551X1, E-5 (8); 552X0, E-5 (4); 563X0, E-7 (1), E-5 (3); 564X0Z, E-7 (1), E-5 (2); 565X0, E-7 (1), E-5 (4); 602X0, E-6 (1); 603X0A, E-5 (3), E-4 (7); 603X1, E-5 (1); 621X0, E-5 (2), E-4 (1); 622X0, E-6 (1), E-5 (4), E-4 (5); 623X0, E-4 (1); 643X0A, E-6 (1), E-5 (2), E-4 (7); 645X0, E-7 (1), E-6 (3), E-5 (3), E-4 (5); 646X0, E-6 (2), E-5 (3), E-4 (4); 647X1, E-6 (1); 651X0, E-6 (1), E-5 (1); 671X0, E-6 (1); 671X1, E-5 (2), E-4 (1); 671X3, E-5 (2), E-4 (1); 685X0A, E-4 (2); 701X0, E-5 (1), E-4 (1); 702X0, E-4 (3); 704X0, E-8 (1); 721X0, E-4 (1); 732X0B, E-6 (1); 771X0, E-6 (1); 771X1, E-6 (1), E-5 (13), E-4 (23); 771X1, E-6 (1); 902X0, E-6 (1), E-5 (1); 902X2, E-5 (1), E-6 (2), E-5 (5); 902X0B, E-7 (1), E-6 (2), E-5 (5).

NEVADA

Nellis AFB, 4520 Combat Crew Training Wg., 271X0, E-5 (1); 461X1, E-6 (1), E-5 (1); 701X0, E-5 (1), E-4 (1); 771X0, E-7 (1), E-6 (3), E-5 (6), E-4 (16); 901X0, E-6 (1); 902X0B, E-7 (3), E-6 (5), E-5 (6), E-4 (1); 902X2, E-5 (1); 904X0B, E-5 (1); 906X0, E-6 (2), E-5 (3); 906X1, E-6 (1); 981X0, E-5 (3), E-4 (1).

NEW MEXICO

Cannon AFB, 832 Air Division, 01090, E-7 (1); 271X0, E-7 (1); 301X0, E-4 (2); 403X0, E-4 (1); 423X3C, E-5 (2), E-4 (2); 431X1A, E-6 (1); 431X1C, E-7 (4), E-6 (6), E-5 (8), E-4 (6); 432X0, E-6 (4), E-5 (8); 461X0, E-4 (1); 471X0, E-7 (2), E-5 (2); 471X1, E-5 (4), E-4 (3); 471X2, E-5 (1); 532X0, E-6 (1),

LEGEND: For officer grade identification: O-5 stands for Lt. Col.; O-4, Maj.; O-3, Capt.; O-2, 1st Lt. Where openings exist in the same Air Force Specialty Code (AFSC) for more than one grade, the lowest and highest grades are indicated. Example: O-2 5 means there are openings for grades first lieutenant through lieutenant colonel. Enlisted: The AFSC identifies the job title. The letter "X" in AFSC (646X0) indicates openings in more than one grade. E-2 indicates Airman Third Class; E-3, A2C; E-4, A1C; E-5, SSgt; E-6, TSgt; E-7, MSgt; E-8, SMSgt; and E-9, CMSgt. Example: 622X0, E-3/7 indicates openings for airmen second class to master sergeant in the Food Services Career Field.

E-5 (1); 533X0, E-5 (1); 542X0Z, E-7 (1), E-5 (5); 543X0, E-7 (1), E-5 (8); 545X0, E-6 (1), E-5 (2); 546X0W, E-6 (2), E-5 (1); 551X0, E-7 (1), E-5 (3); 551X1, E-5 (7); 552X0, E-5 (6); 563X0, E-7 (1), E-5 (3), E-4 (2); 564X0Z, E-7 (1), E-5 (2); 565X0, E-7 (1), E-5 (5); 571X0, E-6 (1), E-5 (2), E-4 (4); 582X0, E-5 (1); 602X1, E-5 (1); 603X0A, E-5 (2), E-4 (8); 603X1, E-5 (1); 605X0, E-5 (3); 621X0, E-4 (2); 622X0, E-6 (1), E-5 (14), E-4 (5); 623X0, E-4 (1); 643X0A, E-6 (2), E-5 (2), E-4 (8); 645X0, E-4 (4); 646X0, E-5 (1), E-4 (7); 647X0, E-5 (2), E-4 (5); 651X0, E-6 (1), E-5 (1); 671X0, E-6 (2); 671X1, E-5 (3), E-4 (1); 671X3, E-5 (2), E-4 (2); 685X0A, E-4 (2); 701X0, E-4 (1); 702X0, E-4 (5); 704X0, E-5 (3), E-4 (2); 732X0B, E-6 (1), E-5 (3), E-4 (3); 771X0, E-7 (2), E-6 (2), E-5 (13), E-4 (24); 771X1, E-6 (1), E-5 (1); 901X0, E-7 (1); 902X0B, E-7 (2), E-6 (2), E-5 (2), E-4 (5); 902X2, E-5 (1), E-4 (3); 902X4, E-5 (1), E-4 (2); 904X0, E-5 (1), E-4 (2); 905X0, E-4 (1); 906X0, E-5 (1), E-4 (2); 906X1, E-7 (1), E-4 (1).

Holloman AFB, 366 Tactical Ftr. Wg., 301X0, E-4 (1); 423X3C, E-5 (1), E-4 (1); 431X1A, E-6 (2), E-5 (2), E-4 (3); 431X1C, E-7 (5), E-6 (10), E-5 (3), E-4 (3); 432X0, E-6 (2), E-5 (4); 432X1, E-4 (2); 543X0, E-7 (1), E-5 (2); 702X0, E-5 (2), E-4 (1).

NORTH CAROLINA

Pope AFB, 464 Troop Carrier Wg., 271X0, E-7 (1); 222X0, E-5 (1); 421X3, E-5 (1); 431X1A, E-5 (29), E-4 (14); 432X1, E-4 (5); 461X0, E-4 (2); 471X0, E-7 (1), E-5 (2), E-4 (2); 471X1, E-5 (4), E-4 (5); 471X3, E-4 (1); 531X0, E-4 (1); 532X0, E-7 (2); 534X0, E-4 (1); 542X0Z, E-5 (1), E-4 (1); 546X0W, E-5 (1); 551X0, E-5 (1); 551X1, E-5 (2); 552X0, E-5 (1); 552X1, E-4 (1); 563X0, E-4 (2); 564X0Z, E-4 (2); 565X0, E-5 (1), E-4 (1); 571X0, E-6 (1), E-5 (1), E-4 (4); 603X0A, E-5 (1), E-4 (7); 621X0, E-5 (2), E-4 (2); 622X0, E-6 (1), E-5 (5); E-4 (5); 623X0, E-4 (1); 643X0A, E-6 (1), E-5 (1), E-4 (7); 645X0, E-7 (1), E-6 (3), E-5 (1), E-4 (5); 646X0, E-4 (1); 647X0, E-6 (2), E-5 (3), E-4 (2); 647X1, E-6 (1); 651X0, E-6 (1), E-5 (1); 671X0, E-6 (1); 671X1, E-5 (2), E-4 (1); 671X3, E-5 (2), E-4 (1); 685X0A, E-4 (2); 701X0, E-5 (1), E-4 (1); 702X0, E-4 (3); 704X0, E-8 (1); 721X0, E-4 (1); 732X0B, E-6 (1); 771X0, E-6 (1); 771X1, E-6 (1), E-5 (13), E-4 (23); 771X1, E-6 (1); 902X0, E-6 (1), E-5 (1); 902X2, E-5 (1), E-6 (2), E-5 (5); 902X0B, E-7 (1), E-6 (2), E-5 (5).

Seymour Johnson AFB, 4 Tactical Ftr. Wg., 431X1C, E-6 (1), E-5 (2), E-4 (1); 432X0, E-5 (4); 471X0, E-7 (1), E-5 (1); 471X1, E-5 (2); 532X0, E-6 (1), E-5 (1); 533X0, E-5 (1); 542X0Z, E-7 (1), E-5 (3); 543X0, E-7 (1), E-5 (6); 545X0, E-6 (1), E-5 (2); 546X0W, E-6 (1), E-5 (1); 551X0, E-7 (1), E-5 (3); 551X1, E-5 (8); 552X0, E-5 (3); 563X0, E-7 (1), E-5 (3); 564X0Z, E-7 (1), E-5 (2); 565X0, E-7 (1), E-5 (4); 646X0, E-5 (1); 701X0, E-5 (1), E-4 (1); 732X0B, E-6 (1); 902X2, E-5 (1); 902X4, E-5 (1); 981X0, E-6 (1), E-4 (2).

SOUTH CAROLINA

Myrtle Beach AFB, 354 Tactical Ftr. Wg., 204X0, E-6 (1); E-5 (1), E-4 (1); 232X0, E-4 (2); 271X0, E-7 (2), E-5 (1); 301X0, E-4 (1); 423X3C, E-4 (1); 431X1A, E-6 (1); 431X1C, E-7 (1), E-6 (1), E-5 (3), E-4 (3); 432X0, E-6 (1),

E-4 (2); 462X0, E-4 (1); 471X0, E-6 (2), E-5 (4), E-4 (2); 471X1, E-5 (7), E-4 (13); 471X2, E-5 (1); 471X3, E-4 (1); 531X0, E-5 (1); 532X0, E-5 (1); 533X0, E-5 (1); 542X0, E-7 (1), E-5 (4); 543X0, E-7 (1), E-5 (6); 545X0, E-5 (2); 546X0, E-6 (1), E-5 (1); 551X0, E-7 (1), E-5 (3); 551X1, E-5 (8); 552X0, E-5 (4); 563X0, E-7 (1), E-5 (3); 564X0Z, E-7 (1), E-5 (2); 565X0, E-7 (1), E-5 (5); 602X0, E-6 (1); 603X0A, E-5 (3), E-4 (2); 622X0, E-6 (1), E-5 (5), E-4 (2); 623X0, E-4 (1); 643X0A, E-6 (1), E-5 (2), E-4 (8); 645X0, E-7 (1), E-6 (3), E-5 (3), E-4 (5); 646X0, E-5 (3), E-4 (5); 647X0, E-6 (2), E-5 (3), E-4 (5); 647X1, E-6 (1); 651X0, E-6 (1), E-5 (1); 671X0, E-6 (1), E-5 (1); 671X1, E-4 (1); 671X3, E-5 (1), E-4 (1); 685X0A, E-4 (2); 701X0, E-5 (1), E-4 (1); 732X0B, E-6 (1), E-5 (1); 771X0, E-7 (1), E-5 (12), E-4 (24); 771X1, E-6 (1), E-5 (1); 702X0, E-6 (1); 704X0, E-8 (1); 902X0B, E-6 (1), E-5 (2); 902X2, E-4 (1); 903X0, E-5 (2); 904X0B, E-5 (1); 905X0, E-5 (1); 906X0, E-7 (1), E-4 (3); 907X0, E-4 (1); 908X0, E-7 (1), E-5 (1); 981X0, E-4 (2).

Shaw AFB, Hq 9 AF and 837 Combat Support Gp., 204X0, E-5 (1), E-7 (2), E-6 (5), E-5 (7), E-4 (2); 206X0, E-5 (2), E-4 (1); 223X0, E-4 (1); 271X0, E-6 (1); 323X0, E-9 (1); 403X0, E-4 (1); 421X3, E-2 (2); 431X0, E-9 (2), E-8 (1); 432X0, E-5 (8); 434X0, E-9 (1), E-8 (1); 462X0, E-7 (1), E-4 (1); 605X0, E-4 (1); 622X0, E-7 (1), E-5 (2), E-4 (2); 622X1, E-5 (2); 645X0, E-6 (1); 646X0, E-7 (2), E-5 (5); 647X1, E-6 (1); 671X0, E-7 (2), E-6 (4); 681X0, E-7 (1), E-5 (2); 683X0, E-7 (1); 685X0A, E-5 (1); 701X0, E-7 (1), E-5 (1), E-4 (1); 702X0, E-7 (1), E-5 (3), E-4 (9); 704X0, E-5 (4); 705X0, E-5 (9); 721X0, E-6 (1); 771X0, E-6 (1); 901X0, E-4 (1); 902X0, E-8 (3); 904X0B, E-5 (3); 905X0, E-5 (1); 906X0, E-9 (1); 907X0, E-5 (1), E-4 (3); 906X1, E-8 (1), E-5 (1), E-4 (2); 907X0, E-5 (1), E-4 (2); 981X0, E-4 (2); 902X0B, E-6 (1), E-5 (3), E-4 (10); 902X2, E-5 (1), E-4 (2); 903X0, E-7 (1).

TENNESSEE

Sewart AFB, 839 Air Division, 232X0, E-5 (1); 301X0, E-6 (1), E-5 (6), E-4 (8); 304X4, E-4 (1); 421X0, E-5 (3), E-4 (3); 421X2, E-5 (3); 422X0, E-5 (2); 422X1, E-4 (1); 431X1E, E-5 (11), E-4 (36); 432X0, E-5 (5), E-4 (7); 442X0, E-5 (1); 471X1, E-7 (1); 471X1, E-5 (1); 534X0, E-4 (1); 542X0Z, E-4 (1); 543X0, E-6 (1), E-5 (1); 547X0, E-4 (1); 546X0W, E-4 (1); 551X0, E-5 (1), E-4 (1); 551X2, E-4 (2); 552X0, E-3 (1); 552X0, E-4 (2); 563X0, E-4 (1); 571X0, E-5 (3), E-4 (1), E-3 (1); 581X0, E-5 (1); 603X0A, E-4 (4), E-4 (2); 622X0, E-4 (1); 645X0, E-6 (1), E-5 (2), E-4 (5); 646X0, E-5 (1), E-4 (6); 647X0, E-6 (1), E-5 (1), E-4 (4); 651X0, E-7 (1); 671X0, E-4 (1); 671X1, E-5 (3); 681X0, E-4 (1); 685X0A, E-6 (1), E-5 (1); 701X0, E-5 (1); 702X0, E-6 (1), E-4 (4), E-7 (2); 721X0, E-6 (1); 723X0, E-8 (1), E-7 (2), E-6 (2), E-5 (1); 741X1, E-4 (1); 751X0, E-6 (1), E-5 (1); 771X0, E-6 (2), E-5 (1), E-4 (1); 901X0, E-5 (4); 902X0B, E-4 (2), E-6 (4), E-5 (9), E-4 (15); 902X2, E-5 (3), E-4 (2); 903X0, E-4 (2); 904X0A, E-5 (2); 905X0, E-4 (2); 906X0, E-5 (3), E-4 (4); 906X1, E-5 (2), E-4 (1); 907X0, E-6 (1), E-5 (1), E-4 (1); 908X0, E-5 (1), E-5 (2); 981X0, E-5 (1), E-4 (1); 982X0, E-6 (1), E-5 (1).

TEXAS

Dyess AFB, 516 Troop Carrier
Sq. Officer: 301X0, E-6 (2), E-5 (6), E-4
(3); 304X4, E-4 (1); 421X1, E-5 (3);
421X2, E-5 (3); 422X0, E-5 (3);
422X1, E-4 (5); 431X1E, E-5 (1);
E-4 (36); 432X0, E-5 (5), E-4
(5); 534X0, E-4 (1); 581X0, E-5 (1).
James Connally AFB, Hq 12 Air
Force, 204X0, E-7 (1), E-6 (2), E-5
(2); 206X0, E-5 (1); 223X0, E-5 (1);
X0, E-6 (1); 431X1C, E-6 (1);
X0, E-9 (1); 605X0, E-6 (2);
X0, E-7 (1); 646X0, E-6 (1);
X0, E-6 (1); 701X0, E-7 (1), E-6
(2); 702X0, E-6 (1), E-5 (2), E-4 (7);
X0, E-5 (4); 711X0, E-6 (1), E-4
(2); 721X0, E-6 (2), E-5 (1).

VIRGINIA

Langley AFB, Hq Tactical Air Com-
mand and 4500 Air Base Wg.,
X0, E-7 (3), E-6 (5), E-5 (5);
X0, E-7 (1), E-6 (1); 223X1, E-4
(2); 232X0, E-6 (1); 301X0, E-6 (2),
(6), E-4 (9); 304X4, E-4 (1);
X1, E-5 (3), E-4 (3); 421X2, E-5
(2); 422X0, E-5 (2); 422X1, E-4 (6);
X1E, E-5 (10), E-4 (36); 432X0,
(5), E-4 (6); 403X0, E-5 (2);
X0, E-7 (1), E-5 (2); 471X1, E-5

(2); 532X0, E-6 (1), E-5 (1); 533X0,
E-5 (1); 534X0, E-4 (1); 542X0Z,
E-7 (1), E-5 (4); 543X0, E-7 (1), E-5
(4); 545X0, E-6 (1), E-5 (2);
546X0W, E-6 (1), E-5 (1); 551X0,
E-7 (1), E-5 (3); 551X1, E-5 (8);
552X0, E-5 (4); 563X0, E-7 (1), E-5
(3); 564X0Z, E-7 (1), E-5 (2); 565X0,
E-7 (1), E-5 (4); 581X0, E-5 (1);
621X0, E-5 (1); 622X0, E-5 (4), E-4
(12); 622X1, E-7 (1), E-5 (3); 623X0,
E-5 (1); 645X0, E-5 (2); 671X0, E-7
(2), E-6 (1); 683X0, E-7 (1), E-6 (1);
685X0A/B, E-7 (1), E-5 (3), E-4 (1);
701X0, E-7 (1), E-6 (1), E-5 (1), E-4
(1); 702X0, E-7 (4), E-6 (7), E-5 (21),
E-4 (21); 704X0, E-5 (10); 705X0,
E-6 (1); 711X0, E-5 (3); 721X0, E-6
(2), E-5 (2), E-4 (2); 732X0B, E-9
(1), E-8 (1), E-7 (5), E-6 (6), E-5
(12), E-4 (3); 732X1, E-7 (1), E-5
(1); 901X0, E-6 (2), E-5 (2), E-4 (3);
901X2, E-5 (2), E-4 (3); 902X0B, E-7
(3), E-6 (6), E-5 (21), E-4 (48);
902X0, E-8 (1); 902X2, E-5 (2), E-4
(6); 902X4, E-5 (1); 902X7, E-5 (1);
E-4 (1); 903X0, E-5 (2), E-4 (3);
904X0B, E-5 (2), E-4 (5); 904X0,
E-8 (1); 905X0, E-6 (1), E-5 (2), E-4
(2); 906X0, E-9 (1), E-8 (1), E-7 (1),
E-5 (7), E-4 (10); 906X1, E-7 (2);
907X0, E-6 (1), E-5 (2); 908X0, E-7
(1), E-4 (1); 981X0, E-5 (2), E-4 (2);
982X0, E-4 (1).

The following vacancies and AFSC descriptions exist at CONAC Medical
Units. Positions offer up to 48 paid drills, a 15-day tour of active duty
annually, retirement points, and possible promotion. Applicants should
submit to unit of choice, giving full name, address, grade and AFSC.

OFFICERS

16	Medical Admin.	9326	Medical (General)
	Staff	9716	Nurse (Admin.)
25	Medical Admin.	9754	Nurse (General)
35	Medical Supply	9826	Dental (General)
46	Medical Staff	9926	Veterinary (Gen.)

ENLISTED

090	First Sergeant
2X0Z	Electrician/Electrical Tech (Other)
2X0	Cook
2X0B	Medical Service Spec/Tech (Other) (Air)
2X0B	Medical Service Spec/Tech (Other)
2X2	Operating Room Spec/Tech
2X7	Psychiatric Clinic Spec/Supv
258	Psychiatric Ward Spec
3X0	Radiology Spec/Tech
4X0B	Medical Laboratory Spec/Tech (Other)
5X0	Pharmacy Spec/Tech
5X0	Medical Administrative Spec/Supv
5X1	Medical Materiel Spec/Supv
7X0	Preventive Medicine Spec/Tech
8X0	Veterinary Spec/Tech
9X0	Dental Spec/Tech
2X0	Dental Laboratory Spec/Tech

ALABAMA

Maxwell AFB, 35 Aeromed Evac. Sq.
Officer: 9025, O-2/3 (1); 9754, O-2/3
(1). Enlisted: A902X0B, E-3/7 (10).

ARIZONA

Luke AFB, 41 Casualty Staging
Sq. Officer: 9025, O-2/3 (5); 9326,
O-2/3 (4); 9754, O-2/3 (15). Enlisted:
A902X0B, E-3/8 (70); 905X0, E-5/7
(906X0, E-4/7 (3).

CALIFORNIA

San Joaquin AFB, 3 Aeromedical Evac.
Sq. Officer: 9035, O-4 (1). Enlisted:
A902X0B, E-6/9 (3).
1 Aeromedical Evac. Sq. Officer:
9025, O-2/3 (3); 9754, O-2/3 (10).
Enlisted: A902X0B, E-4/7 (15).
San Diego, 42 Casualty Staging
Sq. Officer: 9025, O-2/3 (2); 9326,
O-2/3 (1); 9754, O-2/3 (8). Enlisted:
A902X0B, E-3/8 (19); 90570, E-7 (1);
906X1, E-4/6 (2).

San Jose, 44 Casualty Staging Sq.
Officer: 9025, O-2/3 (2); 9754, O-2/3
(9). Enlisted: 902X0B, E-3/9 (24);
90258, E-4/5 (3).

March AFB, 616 USAF Hospital.
Officer: 9025, O-2/3 (4); 9326, O-2/5
(20); 9716, O-4/5 (2); 9754, O-2/3
(101). Enlisted: 542X0Z, E-4/6 (7);
622X0, E-3/5 (26); 902X0B, E-3/8
(82); 902X8, E-3/5 (11); 904X0B, E-
4/9 (5); 906X0, E-4/6 (4).

Hamilton AFB, 631 USAF Hos-
pital. Officer: 9025, O-2/3 (5); 9326,
O-2/4 (24); 9754, O-2/4 (107). En-
listed: 902X0B, E-3/9 (68); 902X2,
E-3/5 (12); 90277, E-6/7 (7); 902X8,
E-3/5 (15); 903X0, E-3/7 (5); 904X0,
E-3/9 (12); 906X0, E-3/9 (13);
906X1, E-3/7 (8); 907X0, E-5/8 (2);
981X0, E-3/7 (5).

COLORADO

Denver, 31 Casualty Staging Sq.
Officer: 9025, O-2/3 (1); 9326, O-2/3
(2); 9754, O-2/3 (10). Enlisted:
902X0B, E-4/6 (18); 90450B, E-5 (1);
905X0, E-5/7 (2).

FLORIDA

Miami, 37 Aeromedical Evac. Sq.
Officer: 9025, O-2/3 (2); 9035, O-2/3
(1); 9754, O-2/3 (23). Enlisted:
A902X0B, E-4/8 (24).

MacDill AFB, 620 USAF Hos-
pital. Officer: 9025, O-2/3 (4); 9326,
O-2/3 (15); 9754, O-2/3 (23); 9926,
O-3 (1). Enlisted: 902X0B, E-3/8
(21); 903X0, E-3/6 (3); 904X0B,
E-4/7 (6); 905X0, E-5/7 (2).

ILLINOIS

Chanute AFB, 46 Aeromedical
Evac. Sq. Officer: 9035, O-3 (1);
9754, O-2/3 (9). Enlisted: A902X0B,
E-6 (5).

Scott AFB, 52 Casualty Staging
Sq. Officer: 9326, O-2/3 (1); 9754,
O-2/3 (27). Enlisted: 902X0B, E-4/8
(10).

O'Hare IAP, 640 USAF Hospital.
Officer: 9025, O-2/3 (5); 9326, O-2/4
(14); 9754, O-2/4 (105); 9926, O-2/3
(1). Enlisted: 902X0B, E-3/9 (44);
902X7, E-5/7 (7); 904X0B, E-5/9 (6);
906X1, E-3/7 (4).

INDIANA

Ft. Benj. Harrison, 625 USAF
Hospital. Officer: 9025, O-2/3 (6);
9326, O-2/4 (6); 9754, O-2/3 (35);
9826, O-2/3 (1). Enlisted: 902X0B,
E-3/8 (17); 902X2, E-3/5 (6);
904X0B, E-5/7 (7).

LOUISIANA

Barksdale AFB, 38 Casualty Stag-
ing Sq. Officer: 9025, O-2/3 (1);
9754, O-2/3 (11). Enlisted: 902X0B,
E-3/9 (25); 90450B, E-5 (1); 90570,
E-7 (1).

Algiers, 637 USAF Hospital. Of-
ficer: 9025, O-2/3 (1); 9326, O-2/4
(12); 9754, O-2/3 (30); 9826, O-2/3
(1); 9926, O-2/3 (1). Enlisted:
902X0B, E-3/7 (22); 902X2, E-3/5
(7); 904X0B, E-4/6 (6); 90570, E-6/7
(2).

MARYLAND

Baltimore, 628 USAF Hospital.
Officer: 9025, O-2/3 (2); 9326, O-2/4
(4); 9754, O-2/3 (22); 9826, O-2/3
(2). Enlisted: 902X0B, E-4/8 (8);
904X0B, E-4/6 (3); 905X0, E-6/7 (2).

MASSACHUSETTS

Boston, 619 USAF Hospital. Of-
ficer: 9025, O-2/3 (3); 9326, O-2/5
(16); 9754, O-2/5 (41); 9926, O-2/3
(1). Enlisted: 902X0B, E-3/9 (16).

MICHIGAN

Selfridge AFB, 4 Aeromedical
Evac. Gp. Officer: 9016, O-5 (1);
9025, O-2/3 (1). Enlisted: A902X0B
E-6/9 (3).

45 Aeromedical Evac. Sq. Officer:
9025, O-2/3 (5); 9754, O-2/3 (7).
Enlisted: A902X0B, E-3/8 (26);
906X1, E-3/6 (2).

MINNESOTA

Mpls.-St. Paul, 47 Aeromedical
Evac. Sq. Officer: 9025, O-2/3 (1);
9754, O-2/3 (15). Enlisted: A902X0B,
E-4/8 (13); 906X1, E-5/6 (2).

MISSOURI

Richards-Gebaur AFB, 36 Aero-
medical Evac. Sq. Officer: 9025,
O-2/3 (4); 9035, O-2/3 (1); 9754,
O-2/3 (12). Enlisted: A902X0B,
E-4/8 (39).

NEW JERSEY

McGuire AFB, 33 Casualty Stag-
ing Sq. Officer: 9025, O-2/3 (4);
9326, O-2/3 (1); 9754, O-2/3 (9).
Enlisted: 902X0B, E-3/9 (30);
90450B, E-5 (1); 90671, E-6/7 (2).

NEW YORK

Mitchel AFB, 635 USAF Hospital.
Officer: 9025, O-2/3 (5); 9326, O-2/4

(27); 9754, O-2/4 (97). Enlisted:
902X0B, E-3/8 (50); 904X0B, E-4/9
(5).

OREGON

Portland IAP, 40 Aeromedical
Evac. Sq. Officer: 9025, O-2/3 (4);
9754, O-2/4 (49). Enlisted: 01090,
E-7 (1); A902X0B, E-4/8 (58).

PENNSYLVANIA

Corapolis, 7 Aeromedical Evac.
Gp. Enlisted: A902X0B, E-6/7 (2).
33 Aeromedical Evac. Sq. Officer:
9025, O-2/3 (1); 9754, O-2/3 (2). En-
listed: A90250B, E-4/5 (3).

NAS Willow Grove, 51 Casualty
Staging Sq. Officer: 9025, O-2/3 (10);
9326, O-2/5 (5); 9754, O-2/3 (30). En-
listed: 902X0B, E-4/9 (30); 90258,
E-4/5 (4); 90450, E-5 (1); 90570, E-7
(1); 906X1, E-3/7 (3).

TEXAS

Ellington AFB, 32 Casualty Staging
Sq. Officer: 9025, O-2/3 (3); 9326,
O-2/3 (2); 9754, O-2/3 (7). Enlisted:
902X0B, E-4/7 (6).

Kelly AFB, 34 Aeromedical Evac.
Sq. Officer: 9025, O-2/3 (5); 9754,
O-2/3 (41). Enlisted: A902X0B, E-4/6
(37).

Carswell AFB, 622 USAF Hos-
pital. Officer: 9025, O-2/3 (2); 9326,
O-2/4 (24); 9754, O-2/4 (59). Enlisted:
902X0B, E-3/7 (23); 902X2, E-3/5 (8);
90277, E-6/7 (12); 902X8, E-3/5 (8);
904X0B, E-4/8 (6).

UTAH

Salt Lake City, 32 Aeromedical
Evac. Sq. Officer: 9025, O-2/3 (5);
9754, O-2/3 (39). Enlisted: A902X0B,
E-3/9 (50).

WASHINGTON

Seattle, 39 Casualty Staging Sq.
Officer: 9025, O-2/3 (2); 9326, O-2/3
(1); 9754, O-2/3 (5). Enlisted:
902X0B, E-4/7 (10); 90450B, E-5 (1);
905X0, E-5/7 (2); 906X1, E-5/6 (2).

Air National Guard units are eligi-
ble to use the "Help Wanted" sec-
tion of The AIR RESERVIST maga-
zine. Send unit vacancy lists to:
National Guard Bureau, Office of
Public Affairs, Pentagon, Wash. 25,
D. C. Below are reported vacancies
within the ANG.

CALIFORNIA

Sacramento, 162 Communications
Gp., (ANG). Officer: 3034, O-3 (1);
9326, O-3 (1); 9826, O-3 (1). Enlisted:
291X0, E-3/7; 306X0, E-3/5; 307X0,
E-3/6; 361X1, E-3/5; 36152, E-3/4;
363X0, E-3/5; 543X0, E-2/5; 522X0,
E-3/5; 702X0, E-3/5; 732X0, E-2/5;
771X0, E-3/5; 902X0, E-3/6; 906X0,
E-4; 982X0, E-2/4.

Van Nuys, 147 Communications
Sq., (ANG). Enlisted: 222X0, E-4/5;
E-3/7; 306X0, E-3/6; 622X0, E-2/4;
222X1, E-4; 291X0, E-2/7; 304X4,
646X0, E-3/6; 361X0, E-3/7; 361X2,
E-3/5; 471X1, E-3/5; 543X0, E-3/5;
545X0, E-3/6.

261 Radio Relay Sq., (ANG). En-
listed: 304X0, E-3/6; 471X1, E-2/5;
471X0, E-5/7; 543X0, E-3/5; 646X0,
E-3/5; 75172, E-5/7; 902X0, E-5/7.

Compton, 148 Communications Sq.,
(ANG). Officer: 3034, O-2/3 (2). En-
listed: 291X0, E-3/7; 304X4, E-3/7;
306X0, E-3/5; 307X0, E-3/5; 363X0,
E-3/5; 543X0, E-3/5.

Costa Mesa, 222 Radio Relay Sq.,
(ANG). Enlisted: 304X0, E-3/7;
543X0, E-3/5; 552X0, E-3/4; 646X0,
E-3/6; 702X0, E-3/4; 906X0, E-3/5.
Hayward, 216 GEEIA Sq., (ANG).
Enlisted: 361X0, E-3/6; 361X1, E-3/5;
363X0, E-3/7.

234 Mobile Communications Flt.,
(ANG). Enlisted: 293X0, E-3/5;
304X1, E-3/7; 471X1, E-3/4; 646X0,
E-3/5; 732X0, E-3/5.

OFFICIAL BUSINESS



RESERVE CAMERA



1 Equipment used in recent Air University "aerospace" briefing Reservists of 8510th AFRRGp., ROTC cadets and guests at Air University is explained by Maj. Francis J. Sweeney, Jr., Air University briefing officer to Col. Cleo R. Mace, 8510th commander. Location (l-r) are briefing team members Majors James S. Wall and George T. James, Jr. **2** Inter-service cooperation has saved time and money for the Air Force ROTC at the University of Florida. Proving branches of the Armed Services can get together, Gainesville Air Force Reserve Center, Air Force Reserve officers review success of the joint physical exams conducted for AFROTC cadets. Discussing program are (l-r): Maj. John Gabbert, USAF; Cdr. Robert R. Rodden, Naval Reserve Center; Col. Henry S. Blank, 620th USAF Hospital (Res) and Lt. Col. Henry W. Deurloo, Army Reserve Medical Center.

3 Crew members of a C-54 aircraft stationed at Tinker AFB, Oklahoma Air Material Area, were cited for averting a possible crash over heavily populated St. Louis, Mo., during a training mission. Recipients of Commendation Medals were (l-r): SMSgt. Harry L. Cross, aircraft engine assigned to the 2854th ABWg., and Reservist Maj. William Downham, aircraft commander. **4** Ladies of the Central Ohio Air Force Reserve Auxiliary attended the National Security Seminar, conducted by the Industrial College of the Armed Forces, at Ohio State University. The purpose was to afford Columbus Citizens the opportunity of becoming better informed on national security, the Communist threat and the world struggle for space. Top (l-r): Mrs. Harry T. H. Cupp; Mrs. Robert C. Cupp; Mrs. Raymond H. Marlowe. Bottom (l-r): George C. Goodrich; Mrs. Ted C. Rytel; Mrs. Kenneth S. Zinn and Mrs. Allen R. Beard.

MARCH-APRIL 1964

the air reservist

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES

YOU and THE AIR RESERVE FORCES...

What they are
Why they are

• What they expect
and...

• What they offer

MAY 5 1964

The objectives of this special issue are to acquaint Reservists with the many aspects and benefits of the Air Reserve Forces programs; to serve as a recruiting aid; and to assist in filling the knowledge gap between Regular and Reserve Forces as it pertains to the augmentation capability and potential of the Air Reserve Forces. Thus, this basic look:

What they are,
Why they are,
What they expect, and
What they offer.

Understanding the fundamentals of the Air Force Reserve and Air National Guard programs is a requirement if maximum utilization is to be achieved.

The term "Reservist" as used in this issue applies to all members of the Air National Guard and the Air Force Reserve.

the air reservist

Vol. XVI—No. 2 March/April 1964

**AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL**

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Chief of Staff, United States Air Force

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The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq USAF.

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I'm grateful for this opportunity to give you what amounts to my first annual report—a review of what the Air Reserve Forces have accomplished this past year and a look at some of the problems we face.

1963 was a good year. Maybe the events don't appear as earth shaking as those of 1961 and 1962 when we had the mobilizations, but they are just as important to the future of the Reserve Forces. For example, last June, the Air National Guard surprised even some of its most optimistic supporters with its successful recruiting program. By demonstrating an ability to man its units at a 75,000 level, the Air Guard was able to convince the Department of Defense that it should have a drill pay strength of 75,000—an increase of 3,000 over its old ceiling. The Air Force Reserve is close to its ceiling of 61,000.

This has been a year in which we have begun some significant refining of the Air Reserve program. We put our heavy C-124 troop carrier units in MATS where they would be more useful in peacetime as well as in war. We reorganized all of our troop carrier units into self supporting groups to improve their combat effectiveness. Within the Tactical Air Command committed groups, we have organized aerial port flights to replace the old aerial port squadrons, thereby further increasing the ability of these groups to function independently.

The Air Force has taken a hard look at other portions of the program also. Our big Reserve hospitals and casualty staging groups are a good example. These units have historically been impossible to man at acceptable levels. There was a problem of getting enough equipment for them and an additional problem of keeping their supplies and equipment as current as medical supplies have to be. Of the 20 units which we had, one is being retained at a reduced size. The others are being replaced by 148 medical service units—small, flexible, and highly versatile units which will train at active force medical facilities. These can be used to augment or replace their active Air Force parent units, or they can be meshed with each other to give us about any kind of medical capability we need.

We're also in the process of refining our Recovery program. When we started out several years ago, we had to plan on covering any eventuality, and our recovery units were organized and located accordingly. With the development of the Air Force Survival Plan we now have firm missions and firm locations where these missions are to be performed. This takes some cutting and patching, and we don't know yet exactly where and how many units we'll have when it's all over. There will no doubt be some Reservists who will have to change jobs, but we must come out with a firm program—one which we can support in these times of extreme economy and one which will provide the much needed support to the Air Force.

In the Guard, too, we've been doing some shuffling to increase combat effectiveness. The aeromedical transport squadrons are being redesignated heavy air transport, giving them greater versatility without diminishing their aeromedical evacuation usefulness.

We have some significant aircraft changes coming up also. One of the New Jersey squadrons, which has been suffering the equipment pinch ever since its F-84s were retained by the Air Force after the Berlin call-up is swapping off its substitute F-86s for F-105s. Three other Guard squadrons are getting B-57s—the first time the Guard has had a tactical bomber mission since the last of the B-26s went out years ago.

THE AIR RESERVE FORCES

Problems and Progress



Maj. Gen. Curtis R. Low
Ass't. Chief of Staff, Reserve Forces

And with all our changes and improvements, we continue to provide "more Air Force" for the country using our Reserve Forces in a day by day effort. Both Guard and Reserve heavy transports are now carrying ATS cargo on their overseas training flights. CON-AC continues to provide additional airlift for TAC. year round support and in special exercises, our top carriers furnish the lion's share of the Army's borne training requirement. And we have planes in the air practically every day on special missions for the Air Force—transporting equipment, performing ferry flights, and so on. In fact, when we totaled up the figures for Calendar Year 1963, we discovered that the Air Reserve Forces actually produced better than 100 percent of the total Air Force requirement for airlift. Not all of our picture is sweetness and light: we have some rather critical problems. And although we are making progress, we are a long way from solutions to all of them. Here are a few of the current problems which may give you an idea of what we're up against.

One of the most glaring is our need for a source of new pilots for both the Air National Guard and Air Force Reserve. Our pilots are among the best there are. Their experience level is the envy of the active force. But that very experience level is one source of our problem. They're getting close to the point where they'll be forced out of the program—either by mandatory retirement or by being promoted out of the unit's grade structure. We're already using overgrade manning to meet our needs, but that can't last. Most of these experienced pilots will be gone by 1970. The Guard is managed to keep its average pilot age down pretty well; it has a very small jet pilot training quota. But even that is not enough to provide the input we need over the next few years. And the Air Force Reserve doesn't have a pilot training quota. That leaves both components dependent on fallout from the Air Force as their principal source of pilots, and, frankly, it just won't fill the requirement. The Under Secretary of the Air Force has approved a pilot training program for the Air Force Reserve for planning purposes, and Air Force Headquarters is determining the requirements, money, personnel and facilities to support it. That, as you may suspect, is not an easy task in today's fiscal climate, but we are working at it.

In the past, we have had a problem in getting non-commissioned junior officers. We now have authority to use the Officer Training School and this should put us on the right track in this area. The program assures us a means of getting an excellent quality of talent in at the bottom where we need it.

We have our ever present problem of airman recruitment and retention. Even with the outstanding gains

which we have made in drill pay strength, we need a sizeable input of airmen each year to meet the normal attrition which besets any Reserve component. To produce this, we're emphasizing the tried and true methods of personnel procurement. We're also trying some new wrinkles. For example, the Recruiting Service is running a one year test in two of its regions to see how well it can do the recruiting job for the Air Force Reserve as well as the active Air Force.

No discussion of problems would be complete without some mention of the Air Reserve Forces Ad Hoc Study Group which met last December. This group, of which I was chairman, was unusual in that its specific task was to define major problem areas rather than propose solutions to obvious deficiencies.

Here is a sketchy review of the group's findings so that you can see the direction in which we are thinking about the future of our Air Reserve Forces.

First of all, the group concluded that the Reserve Forces are so much a part of the Air Force that their future, their missions, and the concepts under which they exist are necessarily tied very closely to those of the Active Force. Since this ruled out any wild-blue-yonder type new missions for the Reserves, we concentrated on the things that were keeping us from doing the most we could in areas within the Air Force mission.

We found some things out of phase within our program. The group concluded that the training program for individuals is clearly the weakest aspect of the entire Reserve program and that it should be overhauled completely. The group felt that there must be better identification of availability and usefulness and that the training program must be revised and hardened to produce what the Air Force needs, rather than to find some way to train the people we have on board.

We took a hard look at the non-flying unit program, and decided that if we need a unit, we have to man it and equip it to perform its wartime mission. If we don't have the resources to go around, we felt that then we must concentrate the resources and build only the units that we can support.

We found also that the Air Reserve Forces have a lot more potential than is recognized by some who are responsible for planning the use of our Reserve Forces. Reserve readiness, availability, and usefulness must be known if the Air Force is to get the most out of all its resources.

In other words we must meld the entire Air Force into one entity in peace as well as war if we are to move ahead in this Aerospace Age.

Lastly, the Study Group took a hard look at various

See Gen. LOW page 12

"You and the Air Reserve Forces..."

Defending the rights of Americans is an obligation of every citizen. Economically, it isn't practical to maintain an active military force large enough to cope with any emergency. The Reserve Forces bridge this gap. They proved to be an integral part of the "total force" defense structure by their "fantastic" response during Berlin/Cuba crises.

Basically, there are five ways to satisfy a military obligation:

- Active Service
- National Guard and Reserve Programs
- Draft
- Service Academies
- ROTC Programs

Enlistment in the Air Reserve Forces (Air National Guard and Air Force Reserve) will satisfy a military service obligation. Require-

ments for enlistment in the Air National Guard are contained in ANGR 39-09, and for the Air Force Reserve, AFR 45-47. Persons with no previous military service voluntarily agree to serve for six years, part of which includes active duty for training with the active Air Force. Active duty training time may vary, depending upon the requirements to qualify for a specific assignment. The minimum is four months and usually begins within 120 days after enlistment. Upon completing active duty training, the enlistee is required to serve as a Ready Reservist for the remainder of the six years. Prior service applicants who have satisfied their military service obligation may enlist in the Air National Guard or Air Force Reserve for one year or longer and usually at the grade held when last discharged.

WOMEN In The Air Force

Women with or without previous military service are eligible to become members of the Air Reserve Forces. In the Air Force Reserve, women officers, and airmen will serve in a wide variety of Air Force specialties. In the Air National Guard, women officers are urgently needed to fill its requirements in the nursing profession.

Benefits available to male Reservists apply to female Reservists.

Women applicants for enlistment in the Air Reserve Forces may secure information concerning eligibility requirements and unit vacancies from the Reserve unit in the area or from the local Air Force Recruiting Service office. Details are covered in USAF Recruiting Service Manual 33-3.

School Training



Members of Ready Reserve units and Reservists holding a mobilization position are eligible to attend service schools.

There are two types of schools available to Reservists: (1) courses established exclusively for Reserve personnel and (2) courses primarily conducted for active duty personnel. The Reserve courses usually last two weeks while the other courses vary. Examples of Reserve courses are Technical Refresher courses and Air University Orientation courses. In addition there are

the National Resources conferences and Scientific Seminars.

A Reservist may apply for school training by submitting an application to his commander. Guidance may be found in AFR 50-41 (ANGR 50-05 for Guardsmen) and in USAF Training Prospectus AFM 50-5.

Listed below is the majority of the educational opportunities available to Reservists and location of the schools:

AIR TRAINING COMMAND

Headquarters, Air Training Command is located at Randolph AFB, Texas. The courses listed are conducted at various locations. Consult unit training officer or the USAF Training Prospectus for details.

Officer

Air Electronics (Aircraft Radio-Radar Navigational Aids)
Aircraft Maintenance
Supply
Personnel
USAF Chaplain
Maintenance Engineering Production Analysis
OJT Administrator Supervisor
Instrument Pilot Instructor School (Reciprocating Engine)
Flight Nurse
Refresher Course in Hospital Administration
Medical Supply Officer Symposium
Veterinary Officer (Basic)
Physiological Training Officer Symposium

Medical Service (Basic Orientation Course)
Aviation Medicine (Primary Course)

Airmen

Aircraft Radio Maintenance Technician
Flight Facilities Equipment Maintenance Technician
Ground Radio Maintenance Technician
Aircraft Propeller Technician
Aircraft Hydraulic Technician
Instrument Repair Technician
Aircraft Electrical Repair Technician
Aircraft Maintenance Technician-Reciprocating Engine
Reciprocating Engine Technician
Firefighting Supervisor
Flight Engineer Technician
Manpower Management Technician
OJT Administrator Supervisor
Control Tower Operator
Ground Radio Operator
Airborne Radio Operator
Aircraft Radio Repairman (Command)
Cryptographic Equipment Repairman
Firefighter
Personnel Specialist
Medical Service Technician
Medical Administration Supervisor
Preventive Medicine
Dental Technician
Crown and Bridge Dental Prosthetics

AIR UNIVERSITY

Air University is located at Maxwell AFB, Alabama. Following are some of the courses conducted for Reserve officers:
Command and Staff School Orientation Course
Refresher Courses for Reserve Dental Officers
Squadron Officer School
Academic Instructor Course
Air Warfare Systems Orientation Course

The Extension Course Institute is the world's largest correspondence school. It offers a curriculum of general and professional military education courses and a variety of long and short courses in technical and administrative Air Force specialties. All members of the Air Reserve Forces are eligible to apply for enrollment in ECI home study courses and earn points that are creditable toward retirement and promotion. Courses vary in the number of hours considered necessary for completion. Reservists earn one point for each three hours of study involved. Example: ECI Course 20, "Photographic Fundamentals" is a one-volume course which requires about 45 hours of home study. Upon completion the Reservist is credited with 15 points. Application for enrollment may be obtained from unit Education or Training officers or the Extension Course Institute, Gunter AFB, Alabama. Reservists not assigned to a unit must submit their request to the Air Reserve Records Center, 3800 York St., Denver, Colo. 80205.

Following are some of the courses offered by the Extension Course Institute by number and title:

	Title
00	Officer Candidate School
20	Squadron Officer School
22	Air Command and Staff College
30	Air War College
35A	Management for Air Force Supervisors
00	Still Photographic Officer
20	Photographic Fundamentals
22	Still Photographer
30	Air Weather Officer
35A	Air Traffic Control Fundamentals
31	Ground Radio Operator
32	Airborne Radio Operator
35A	Communications Center Specialist
01	Air Electronics Officer
08	Communications Officer
11	Radio Fundamentals
27	Aircraft Radio Repairman (General)
28	Aircraft Radio Repairman (Navigational)
50	Electronics Fundamentals
24	Telephone Installer-Repairman
21	Aircraft Instrument Mechanic
31	Aircraft Propeller Mechanic
34	Ground Equipment Maintenance Engineering Officer
10	Aircraft Mechanic, Basic
11	Aircraft Reciprocating Engine Mechanic
12	Aircraft Jet Engine Mechanic
11	Fire Fighting and Aircraft Crash Rescue
41	Firefighter Supervisor and Superintendent
03	Supply Services
21	Basic Supply
22A	Warehousing
41	Basic Air Force Accounting and Finance
00	Administrative Officer



Serving as a member of the Air Reserve Forces is as good as putting money in the bank. Many Reservists are paid for 48 drills and 15 days "summer training" each year, and Reservists on flying status can earn an additional 36 days pay per year. Reserve pay represents a significant means of supplementing family income. Examples: A technical sergeant with over 12 years service can earn about \$640 for 12

weekends of training plus his 15-day summer tour. A captain with over six years service (on flying status) will earn almost \$1,800 for his year of participating with the Air Reserve Forces.

All Air National Guardsmen are in a pay group "A" status. This entitles them to be paid for 48 drills and 15 days active duty each year. (See chart, below). About 67,000 Air Force Reservists are paid for their training, but the number of annual paid training periods varies according to the need for the unit or individual to maintain combat effectiveness. Of these, nearly 35,000 are paid for 48 drills annually, 23,000 for 24 drills, and another 9,000 for short tours of active duty training only. Rated personnel (those on flying status) of the Air National Guard and Air Force Reserve are entitled to 36 additional flying training periods each year.

		OFFICERS													
under		2	2	3	4	6	8	10	12	14	16	18	20	22	26
Over 4 yrs enl. Time	0-3	17.33	18.17	18.83	19.83	20.83	21.67						010	56.00	59.50
	0-2	15.50	15.83	16.33	17.17	17.83	18.33					0-9	48.00	49.00	52.50
	0-1	12.50	13.33	13.83	14.33	14.83	15.50	0-8	43.83	45.50	47.33				
									0-7	38.50	41.17				
								0-6	24.50	25.33	29.33	30.83	31.50	33.33	36.17
					0-5	21.00	21.67	22.83	24.33	26.17	27.67	28.50	29.50		
				0-4	18.67	19.50	20.83	22.00	23.00	24.00	24.67				
0-3	10.87	14.67	15.67	17.38	18.17	18.83	19.83	20.83	21.33						
0-2	8.64	12.50	15.00	15.50	15.83										
0-1	7.41	10.00	12.50												

■ Charts indicate pay authorized Reservists receive for one training period or one day of active duty.

		ENLISTED													
under		2	2	3	4	6	8	10	12	14	16	18	20	22	26
							E-9	14.50	14.83	15.17	15.50	15.83	16.17	17.00	18.67
						E-8	12.17	12.50	12.83	13.17	13.50	13.83	14.17	15.00	16.67
					E-7	10.17	10.50	10.83	11.17	11.67	12.00	12.33	12.50	13.33	15.00
				E-6	8.67	9.00	9.33	9.67	10.17	10.50	10.83	11.00			
			E-5	7.33	7.67	8.17	8.50	8.83	9.17	9.33					
E-4	4.08	6.00	6.33	6.83	7.17										
WARRANT OFFICERS															
E-3	3.31	4.83	5.17	5.50		W-4	16.67	17.83	18.67	19.33	19.83	20.50	21.17	22.83	
E-2	2.86	4.00			W-3	14.50	15.33	15.83	16.33	16.83	17.33	18.00	18.67	19.33	
E-1	2.77	3.67		W-2	12.50	13.17	13.67	14.17	14.67	15.17	15.67	16.17	16.83		
			W-1	11.00	11.50	12.00	12.50	13.00	13.50	14.00	14.50	15.00			

There are Five Ways to a Commission...



YOU MAY BE ELIGIBLE FOR:

- OTS
- OUTSTANDING AIRMAN
- AIR FORCE ACADEMY
- FLIGHT TRAINING
- AIR FORCE ROTC

There are five methods of earning a commission. The Officers Training School (OTS) and the Outstanding Airman Commissioning Programs supply the Air Force Reserve with junior officers. The Air National Guard acquires new officers from the Officer Training School and the Flight Training Programs. Air Force Academy and Air Force Reserve Officers Training Corps (AFROTC) graduates enter the active duty Air Force. A brief description of the commissioning programs follows:

OTS

Officer Training School consists of three months active duty training for college graduates after which the student is commissioned a second lieutenant and returned to his unit to serve the remainder of his military obligation or four years, whichever is longer.

Eligibility requirements and other details may be had by contacting the nearest Air National Guard or Air Force Reserve unit or by writing to the Adjutant General in your state capital or Hq. CONAC

OUTSTANDING AIRMAN

Each year, Air Force Reserve airmen assigned to Ready Reserve positions may apply for appointment under the Outstanding Re-

serve Airmen Appointment Program. Direct appointments are made in grades up to and including captain with concurrent Ready Reserve assignments. Details of this program are in CONAC Letter 45-6. For further information, contact the nearest Air Force Reserve unit.

AF ACADEMY

Requirements for admission are strict and only those students planning on a military career should apply. In general, applicants must be at least 17, but not yet 22 as of July 1 of the year they are to be admitted. They must be of good moral character, have the necessary physical and mental requirements, be single and never have been married. Completion earns students a second lieutenant commission in the Regular Air Force. For further information write to the Registrar, U.S. Air Force Academy, Colorado Springs, Colorado.

FLIGHT TRAINING

Young men who meet the qualifications for Air National Guard's Flight Training program are commissioned second lieutenants and entered directly into the pilot or navigator training program of the U. S. Air Force. Pilot training takes approximately one year and navi-

gator training about 11 months. After graduation, pilots take advance training in the type aircraft used by their particular Guard unit. This training lasts from 30 days to 7 months. Pilots are obligated to serve five years in the Air National Guard after graduation. Navigator school graduates return to their unit and also are obligated to serve five years with the Air Guard.

For further information concerning eligibility, visit a local Guard unit or write the Adjutant General of the respective state capital.

AFROTC

College students between the ages of 17 and 27 can enroll in the Air Force Reserve Officer Training Corps program. About 100,000 students are in this four year program. The basic course is taught in the freshman and sophomore years, an advanced course, with pay, is given during the junior and senior years. Commission as a second lieutenant at graduation is followed by four years of active duty for non-pilots and five years for flying personnel. Active duty is followed by duty in the Reserve Forces. For further information, write Commandant, Headquarters, Air Force Reserve Officer Training Corps, Maxwell AFB, Alabama.

opportunities for promotion within the Air Reserve Forces are numerous. Promotions mean increased pay, authority, prestige, responsibility, and also increases the amount of retired pay. Following are the general requirements for promotion:

OFFICERS

The Reserve Officer Personnel Act governs the promotion, precedence, constructive credit, distribution, retention and elimination of Reserve officers. ROPA offers three methods of promotion for Reserve officers: mandatory, unit vacancy, and overall vacancy. For Air National Guard officers, specific policies and eligibility requirements are contained in ANG Regulation 36-1. Reserve officers should continuously review their records to insure that they are up-to-date, and that changes are reported. Also, they should be sure to participate according to their category, and if possible, keep up their participation in the Extension Course Institute.

Mandatory promotions affect Reserve majors, captains, first lieutenants, and second lieutenants. Whether or not a vacancy exists in the next higher grade, these officers may be promoted if they meet the promotion service and total years service requirements and are recommended by a selection board. Promotions to fill unit vacancies are limited to the grades of captain, major, lieutenant colonel and colonel, who are specially qualified for and geographically available to fill the position and are recommended by their commanders and selected by a board. Overall vacancy promotions to colonel are made by a selection board convened by the Secretary of the Air Force.

PROMOTIONS

represent awards which affect . . .

- *Pay—an immediate increase*
- *Retirement—bigger payments*
- *Authority—a wider scope*
- *Prestige—a mark of ability*

AIRMEN

Each unit of the Air Reserve Forces is authorized a definite number of officer and airman grades. Qualified Reservists may be promoted when vacancies exist.

Naturally, the Reservist who attends the required unit training assemblies; who participates in summer encampment training; who contributes to accomplishing the unit mission, and who shows a desire for self-improvement by taking ECI courses, will be among the first to be considered for promotion.

Normally, Basic Airmen are automatically promoted to Airman Third Class after about eight weeks of active duty training. Promotion to other grades requires certain periods of time in grade (TIG), total military service (TMS), appropriate skill levels and the existence of a unit vacancy. The following promotion criteria applies to enlisted

men of the Air Reserve Forces.

Master sergeants must pass a supervisors test before being eligible for promotion to the grade of senior master sergeant. In addition, master sergeants and senior master sergeants must have a prescribed number of years of previous enlisted service before being eligible for promotion. The former must have at least eight years of enlisted service, and the latter, ten years. Details concerning promotion of enlisted men of the Air Force Reserve are contained in AFR 45-59. For Air National Guard enlisted men, details are covered by ANGR 39-29.

Members of the Air Force Reserve may obtain additional information on promotion by writing the Air Reserve Records Center, 3800 York St., Denver, Colo. 80205. Air Guardsmen may write the Adjutant General of their state capital.

OFFICER PROMOTION REQUIREMENTS

Unit Vacancy		Mandatory		
Promotion to:	Years Service	Promotion to:	PS*	TFCS*
Captain	3	1st Lt.	3	—
Major	4	Captain	4	7
Lt. Col.	4	Major	7	14
Colonel	4	Lt. Col.	7	21

* PS—Promotion Service years in grade

* TFCS—Total Federal Commissioned Service (years)

AIRMAN PROMOTION REQUIREMENTS

Promotion to	Time in Grade	Total Military Service
A2C	8 mos.	—
A1C	12 mos.	—
SSgt	18 mos.	4 yrs. (ANG)
TSgt	21 mos.	—
MSgt	24 mos.	—
SMSgt	24 mos.	10 yrs.
CMSgt(ANG)	18 mos.	10 yrs.
CMSgt(AFRes)	24 mos.	11 yrs.

Reservists plan for security during...

RETIREMENT

Retirement with pay is the most significant benefit available to members of the Air Reserve Forces. Reservists are eligible to receive retirement benefits at age 60 upon completion of 20 years of federal service.

Retirement pay is based on the number of points a Reservist is credited with during his active and inactive service. Since July 1, 1949, Reservists must have at least 50 points (35 earned and 15 gratuitous) per year to be credited with a "good" year (a year of service for retirement). All active and inactive service prior to that date counts toward retirement.

In addition to the 15 gratuitous points a Reservist may earn additional points toward retirement through the following:

- Participation in unit training periods (Category A or B units).
- As a mobilization assignee to a unit of a major air command (Part I).
- As a mobilization assignee receiving Air Force Reserve element training (Part III).
- As an enrollee in military correspondence courses conducted by the USAF Extension Course Institute.
- By association with programs such as Information Flights, Research and Development projects, JAGAR (Judge Advocate General Area Representative), USAF Academy Liaison Officer Program, MARS (Military Affiliate Radio System), and other authorized activities.

AFR 45-15 gives detailed information concerning point-gaining activities.

Under the Reserve Forces point system a Reservist is awarded 50 points for each 365 days of inactive duty before July 1, 1949 and one point for each day of

active duty served before that date. After July 1, 1949, Reservists may count one point for each day of active duty and one point for each authorized training period or day of active duty for training.

To compute retirement points, a Reservist counts a points earned while on active duty. To this he adds a maximum of 60 points per year earned through inactive duty (including the 15 gratuitous points). Example: A Reservist may earn 15 active duty points from his summer encampment training, and 48 inactive duty points from his unit training assemblies. With his 15 gratuitous points he has accumulated a total of 78 points of which only 75 will count toward retirement. The total of active and inactive duty training points may not exceed 365 in any one year—366 for leap years.

Retirement points a Reservist earns throughout his career are used as the basis for computing the amount of pay he will receive when he becomes eligible. Points earned during an unsatisfactory year are also included in this computation.

The method used in computing retirement pay involves the following three steps:

- Divide the total number of retirement points by 360 and round off to two decimal places (example: 3,250 points divided by 360 equal .9027);
- Multiply .9027 by 2½ percent and round off to four decimal places (.9027 multiplied by .025 equal .2257);
- Multiply .2257 by anticipated monthly basic pay (at time of retirement) and round off to two decimal places (an E-6 with 3,250 points would multiply \$330.00 by .2257 and get \$74.48 per month).

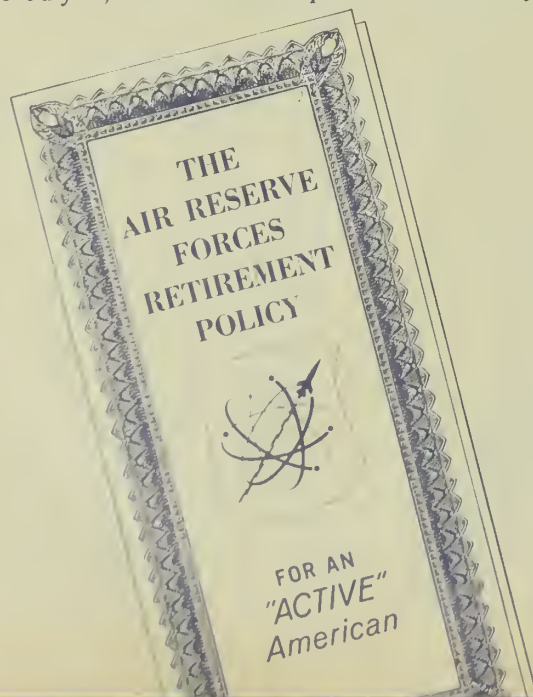
FAMILY PROTECTION PLAN

Members of the Reserve Forces are eligible to participate in the Retired Serviceman's Family Protection Plan. Unless he participates in this plan his retirement pay will be discontinued upon his death. Under the plan, he accepts a reduced amount of retired pay so that his eligible survivors will continue to receive compensation equal to one-half, one-quarter, or one-eighth of his retired pay, whichever he elects. The Plan offers four options:

- payment to the surviving spouse;
- payment to surviving children;
- payment to the spouse and children;
- no further deductions when there is no remaining beneficiary.

A Reservist must decide whether or not to participate in this plan before he reaches 57 years of age.

This plan was formerly known as the Contingent Option Act and its details are covered in Sections 1431-1446 of Title 10 of the U. S. Code.



Other Benefits

Reserve membership also entitles you to Social Security and Survivors benefits:

Social Security

The purpose of the Social Security Act is to provide protection against economic insecurity when family income is reduced because of retirement, disability or death. Reservists on active duty (Example: duty during the Berlin and Cuba crises) or active duty for training (Example: (basic training) or (annual summer tour)) are covered for old-age, survivors, and disability insurance purposes, and contribute a portion of their base pay, called Social Security taxes (Federal Insurance Contributions Act).

Retired pay and inactive duty training pay are not subject to Social Security taxes.

The maximum earnings on which Social Security taxes can be paid are \$4,800 and the Department of Defense contributes an amount equal to that paid by the Reservist. The current FICA deductions are 6 1/2 percent of base pay. This will increase to 4 1/2 percent for 1966 and 1967, and reach the maximum

of 4 1/2 percent in 1968. For further information concerning Social Security consult the personnel branch of any military unit or any of the more than 600 Social Security district offices.

Survivors

Any Reservist on active duty, active duty for training or inactive duty for training is entitled to compensation for injuries received while training. This includes hospitalization and medical treatment at Government expense.

Also, Reservists are entitled to the Survivors Benefits Act. Briefly, if a Reservist dies of injuries or certain diseases incurred during a training period or while on active duty in peacetime, his widow gets a pension of \$120 plus 12 percent of his basic pay each month until her death or remarriage. In addition, she would receive a six-month death gratuity payment. This lump-sum payment is made as soon as possible after the death and ranges from a minimum of \$800 to a maximum of \$3,000. The amount is determined by multiplying six by the total monthly pay (excluding allowances). Special incentive pay and hazardous duty pay are included in the death gratuity payment.

Training

The Air National Guard and Air Force Reserve offer a variety of assignments and training opportunities in almost all Air Force career fields. Modern equipment and qualified instructors make it possible for individuals to attain a high level of proficiency.

Normally the Reservist trains with a unit within commuting distance of his home. The total number of Air National Guard and Air Force Reserve training facilities is about 2,600, and they are located

in every major city in every state.

All Air National Guard units and many Air Force Reserve units perform 48 drill periods and 15 days of active duty for training each year. Reservists are paid for these periods of training according to their grade and time in service. The amount of training and pay received varies according to the training category and pay group assigned, as indicated in the accompanying chart: (Note—The Program Element chart on page 10 shows the various Reserve training programs and the training category and pay group of each.)

TRAINING CATEGORIES (See AFR 45-5)			PAY GROUPS (See AFR 45-5)		
TRAINING CATEGORY	Annual number of periods of inactive duty training	Annual number of days of active duty for training	PAY GROUP	Annual number of paid periods of inactive duty training	Annual number of days (or months) of active duty for training
	48	15 days	A	48	15 days
	24	15 days	B	24	15 days
			C	12	15 days
	0	15 days	D	0	15 days
	12	0	E	0	30 days
Correspondence Courses			F	0	3-6 mos (one time only)
No Training					
	0	30 days			

Policy

The organizational structure of the Air Force allows all echelons of command a voice in policy concerning Air Reserve Forces affairs. Planning is integrated with that for the active duty force at all levels, and Reserve matters undergo the same searching review as those for the regular establishment. In addition, however, provision is made for Reservists to take an active role in the development of policies which affect their program.

Committee: The Air Reserve Forces Policy Committee is composed of 18 officers—six from the Regular Air Force, six from the Air National Guard and six from the Air Force Reserve. They advise the Secretary of the Air Force on matters affecting the Air Reserve Forces.

Councils: Air Reserve Forces Policy Councils perform a similar function at the headquarters of AFLC, CONAC, MATS, TAC, ADC, and AFCS. Input for the Councils comes from Air Reserve Forces units, major command staff agencies, and individual Reservists.

Board: The Reserve Forces Policy Board is composed of representatives of the Reserve components of all the services. It serves as the principal advisory body to the Secretary of Defense and his Assistant Secretary for Manpower.

8033 and 265 Officers: In addition to the advisory boards and committees, the functional agencies of the Air Staff and the various major air commands have permanent Reserve Affairs Advisors. These are officers from the Air National Guard and the Air Force Reserve serving on active duty under the provisions of Title 10, U. S. Code. They are frequently referred to as 8033 and 265 officers because it is these sections of Title 10 which establish the positions. They are also referred to as Reserve Affairs Advisors. Section 8033 officers are assigned to Hq USAF only, whereas 265 officers may be assigned to Hq USAF or any other command headquarters having a Reserve responsibility.

They provide a readily available source of knowledge about Air Reserve Forces problems and capabilities which assists commanders and staff offices to make the most effective use of the Reserve Forces.

Every Ready Reservist fits into one of these programs..

	Program Element	training category	pay group	assigned to	performs annual inactive duty training		inactive duty training supervised by	performs paid active duty training	active duty training supervised by
1	All Air National Guard Units	A	A	gaining command	Auth. 48	Paid 48	gaining command	15 days	gaining command
2	AF Reserve units organized to serve as a unit.	A	A	CONAC	48	48	gaining command	15 days	gaining command
3	AF Reserve units not organized to serve as a unit.	A	A	CONAC	48	48	CONAC	15 days	any major air command
4	MOARS Part I position (Flying)	A	A	any major air command	48	48	major air command to which assigned	15 days	major air command to which assigned
5	MOARS Part I position	A	A	CONAC	48	48	CONAC	15 days	CONAC
6	MOARS Part I position	A	A	any major air command	48	48	major air command to which assigned	15 days	major air command to which assigned
7	Reserve units organized to serve as units.	B	B	CONAC	24	24	CONAC	15 days	CONAC
8	MOARS Part I position (non-flying)	B	B	any major air command	24	24	major air command to which assigned	15 days	major air command to which assigned
9	MOARS Part III position	*	None	CONAC	24	0	CONAC	0	CONAC or any major air command
10	MOARS Part I or Part III	D	D	any major air command	0	0	not applicable	15 days for Part I only	any major air command
11	MOARS position or unit as selective assignee.	G	None	any major air command	0	0	not applicable	0	not applicable
12	Ineligible Reserve Section	G	None	CONAC	0	0	not applicable	0	not applicable
13	MOARS Position	H	E	any major air command	0	0	not applicable	30	any major air command
14	MOARS—non prior service enlistee	None	F	CONAC	0	0	CONAC	minimum of four months	Air Training command or CONAC

* May train as individuals (USAF Academy Liaison Officers or Judge Advocate General Area Representatives) or as units (Information or Research and Development Flights) and earn retirement and retention points but are not eligible for pay or 15-day training periods.

The fourteen categories (below) correspond to those on the opposite page and describe in greater detail the various Program Elements of the Air National Guard and Air Force Reserve along with the type units and individuals assigned to each. All programs listed here are Ready Reserve programs.

(1) Air Defense, Air Refueling, Air Transport, Tactical Fighter and Tactical Reconnaissance Wings and Squadrons; Aircraft Control and Warning Squadrons; Communications Groups and Squadrons; Communications Maintenance Squadrons, (GEEIA) Ground Electronics Engineering Installations Agency, Mobile Communications and Communications Maintenance Squadrons; Communications Groups and Squadrons (Mobile); Tactical Control Groups and Weather Flights.

(2) Units of Troop Carrier Wings, Air Rescue Squadrons; Mobile Communications and Medical Units; Air Terminal and Air Postal Squadrons; Censorship Squadron.

(3) Navigation Training Units, Selective Service Squadron, (Members train as individuals).

(4) Positions which require frequent job proficiency inactive duty training and participation in flying activities.

(5) Reservists assigned to Air Force Reserve Region and Sector Hqs.

(6) Assignments which are unique to special requirements initiated and specifically authorized by Hq USAF.

(7) Includes Air Force Reserve Recovery Groups and Squadrons; Air Base Group and Squadron; Radiological Survey Squadron and Evacuation Squadron.

(8) Positions which require frequent job proficiency inactive duty training but which do not require participation in flying activities.

(9) Includes element training and other training required by CONAC to meet regularly scheduled Reserve programs.

(10) Positions which do not require inactive duty training to maintain job proficiency.

(11) Includes personnel with prior service who possess a specialty not available within the unit of assignment. Selective assignees do not train with their unit of assignment. Service in this category is creditable toward completion of a military service obligation but not for transfer to the Standby Reserve.

(12) Includes obligors in the Ineligible Reserve Section who have not requested or accepted transfer to an active Reserve unit for participation where a vacancy exists. Service in the category counts toward completing an MSO but not for transfer to the Standby Reserve.

(13) Mobilization assignees of Part I positions who require training and may be more effectively trained by performing active duty for training instead of inactive duty training.

(14) Includes enlistees with no prior service. The four months active duty training period consists of six weeks basic training at Lackland AFB, Texas, and either attendance at a school for specialized training or an active assignment with a local Reserve unit with on-the-job training in a specific career field.

The Air Reserve Forces must be able to provide immediate augmentation for the active military establishment. In addition, Air National Guardsmen have a dual responsibility to their respective state governors.

All Air National Guardsmen (about 75,000) are Ready Reservists (see below). The Air Force Reserve has a total of about 320,000 members who are divided into various categories called Program Elements. Assignment to a specific Program Element is dependent upon factors such as availability of the individual, unit vacancies and requirements, budgetary limitations, and the amount of training required by the Reservist to maintain combat effectiveness.

Following is a description of the major categories. A more detailed breakdown is contained in the accompanying chart and in the glossary.

- *Ready Reservists: those who agree or are obligated to report for active duty at the call of the President, the Congress or when otherwise authorized by law. Training of Air Force Reserve's Ready Reservists comes from several sources. Some are assigned to the Unit Training program. They train with a specific unit which is organized to serve on active duty as a complete, operational unit. Examples of such units are listed under Codes 1 and 2 of the accompanying chart. Other Ready Reservists train as individuals in MOARS (Mobilization Assignment Reserve Section). These mobilization assignees receive training with active duty units, activities or Air Force Reserve Recovery units. Their training and pay status varies and they are classed as Part I or Part III Reservists.*

Part I—Reservists assigned to one of the major air commands and receive their training from the assigned command.

Part III—Reservists assigned to and administered by the Continental Air Command.

- *Standby Reservists: those who may be ordered to active duty only by Congress and when otherwise authorized by law. The Standby Reserve includes those Reservists assigned to NARS (Nonaffiliated Reserve Section) and ISLRS (Inactive Status List Reserve Section). Standby Reservists receive no pay for their training.*

- *Retired Reservists: Includes all Reservists in a retired status.*

The following subjects are related directly to the Program Elements structure:

- **"Training"**
...page 9

- **"Units & Missions"**
...page 14

- **"Flexible Organization"**
...page 15

Gen. LOW from page 3

proposals for changes in the management structure of the Reserve Forces. Based on what we saw and heard during our deliberations, we decided that achieving improvements in the Reserve program is a combination of organizational change and management improvement. All of the elements are present to insure a constantly improving Reserve Program.

I have seen a vast improvement in management—in just this past year that I have been in Headquarters USAF. The Air Staff is doing a *good* job of integrating the Reserves into Air Force planning, and they're getting better at it all the time. We can see *and feel* the major commands putting more and more emphasis on Reserve Forces—seriously searching for better methods and greater utilization. I am sure we're headed in the right direction.

There are a lot of things we need and there are a lot *more* ways in which we could improve our program. But *all* of these cost money, and we just can't *have* everything we'd like.

We used to operate on the theory that what we couldn't get for the Air Force, we might be able to get for the Reserve Forces. This theory has been expounded quite generally in discussion of the need for new aircraft. The fact *is* that there is only *so much* money available for the entire Air Force (Guard, Reserve and Active Forces). At the same time with this squeeze on funds the Air Force now looks more and more toward the Reserve Forces as a means of carrying out its very great responsibilities.

And because of this Air Force need for greater support by the Reserves, we *must* make certain that we give the Air Force the *most* we can with the resources available to *us*.

Whether we as individuals like it or not the world is changing, military forces are changing, and missions will change. We all have to be flexible. Missions and units that were valid five years ago may no longer have a part in our wartime forces. Each of us must be ready to face and accept new missions as they come along. I can promise you, that any changes made will represent sincere efforts to make every segment of our Reserve Forces answer the Air Force's urgent requirement: a requirement for an augmentation force which can pitch in and pull its weight to produce the greatest possible combat effectiveness.

These are so Rese



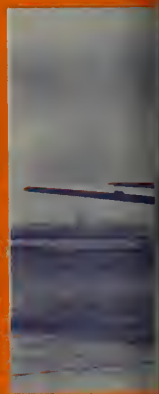
F-89 ANG Fighter Interceptor



RB-57 ANG Tactical Reconnaissance



U-10 ANG Air Commando



C-124



C-124 AFRes Troop Carrier (Heavy)



HU-16 AFRes Air Rescue
ANG Air Commando

he Aircraft fly...



F-102 ANG Fighter Interceptor



F-105 ANG Tactical Fighter



C-123 AFRes Troop Carrier (Assault)
ANG Air Transport (Medium)



avy)



RF-84F ANG Tactical Reconnaissance



C-119 AFRes Troop Carrier
ANG Air Commando



C-121 ANG Air Transport (Heavy)



F-84F ANG Tactical Fighter



F-100 ANG Tactical Fighter

UNITS & MISSIONS

The Air Reserve Forces have many training programs. A brief description of most of the Air Reserve Forces units follows. (Note: Alphabetical code indicates training category and pay group authorized. See chart, page 10 for meaning.)

FLYING UNITS

Each flying wing, separate group, or separate squadron is a complete, operational unit and includes all supporting elements necessary for its operation.

AIR COMMANDO (AA)(ANG) Provide deployment (infiltration and exfiltration) of special troops. Units are mobile and may be deployed quickly in limited or general war situations. Capable of land and water drops of sensitive cargo and personnel, regardless of terrain.

AIR DEFENSE (AA)(ANG) These units have a primary mission of identifying, intercepting and destroying enemy airborne forces. They augment the Air Defense Command. Many maintain a 24-hour alert and some provide the only air defense in the area.

AIR REFUELING (AA)(ANG) Provide air-to-air refueling for ANG, Tactical Air Command and other forces as required.

AIR RESCUE (AA)(AFRes) Augment the search and rescue forces of the Air Force. Supervised by the Military Air Transport Service.

AIR TRANSPORT (AA)(ANG) Provide global airlift capability under control of Military Air Transport Service. One medium air transport squadron provides airlift support for the Alaskan Air Command.

TACTICAL FIGHTER (AA)(ANG) Maintain air supremacy, provide close air support of ground forces. Tactical Air Command is gaining command.

TACTICAL RECONNAISSANCE (AA)(ANG) Perform aerial photography, visual reconnaissance, and assist in adjustment of long range artillery firing for Air Defense Command.

TROOP CARRIER (AA)(AFRes) Airlift and air-drop personnel and equipment and accomplish active force missions on training flights to overseas sites.

NONFLYING SUPPORT UNITS:

AIR TERMINAL (AA)(AFRes) Process passengers, cargo, and mail for all transport aircraft at assigned locations. Gaining command: Military Air Transport Service.

AIRCRAFT CONTROL AND WARNING (FIXED) (AA)(ANG) Part of the air defense radar network, providing detection and aircraft control capability. Several furnish 24-hour support for Air Defense Command and Pacific Air Forces.

COMMUNICATIONS (MOBILE) (AA)(ANG) Using van-mounted radio voice, teletype, and telephone equipment, deploy to extend, supplement, or replace existing Air Force communications circuits and message handling services.

COMMUNICATIONS MAINTENANCE. (AA)(ANG) Have a mobile depot capability for on-site maintenance of group communications-electronic equipment. Training consists of actual repair and maintenance of Air Force equipment.

GROUND ELECTRONICS ENGINEERING INSTALLATION AGENCY (AA)(ANG) Mobile units which install ground electronics and communications equipment. Field training includes actual installations at Air Force bases and stations.

RECOVERY UNITS (BB)(AFRes) Enhance the survival capability of the Air Force in case of enemy attack and supervise the training of individual Reservists.

MEDICAL UNITS (AA)(ANG and AFRes) Include USAF Hospitals, Aeromedical Evacuation Squadrons and Medical Service Units.

MOBILE COMMUNICATIONS (AA)(ANG and AFRes) Provide highly mobile communications and navigational aids in support of Air Force Communications Service requirements at unprepared flying strips or other bases.

TACTICAL CONTROL (AA)(ANG) Contain extensive and complex communications and radar capability to maintain control and status of all aircraft flying in their area of responsibility. Each group and its component units are essentially mobile and are capable of quick response to Air Force Communications Service requirements for augmentation.

WEATHER FLIGHTS (AA)(ANG) Have both forecasting and observing capability to provide precise weather data to support flying units. (Augment Military Air Transport Service's Weather Service).

AIR POSTAL (AA)(AFRes) Augment Regular Air Force postal units in providing complete postal and security courier service within a given area. Units are assigned to CONAC during peacetime and in the event of mobilization are directed by the Postal and Security Courier Operations Division of Hq USAF.

INFORMATION FLIGHTS (None) (AFRes) MOARS Part III Reservists assigned to the Information Flight program represent a source of valuable assistance to Information Officers throughout the country. Duties involve public relations, advertising, journalism, broadcasting and related fields.

JAGARS JUDGE ADVOCATE GENERAL AREA REPRESENTATIVES (None) (AFRes) MOARS Part III Reservist/lawyers who serve as individuals or groups to render legal assistance to Regular and Reserve personnel and to eligible dependents.

AIR FORCE ACADEMY LIAISON OFFICERS (None) (AFRes) Act as representatives of the USAF Academy and assist in recruiting efforts.

CIVIL DEFENSE Offers Standby Reserve officers an opportunity to earn retirement points by helping CD meet its organizational planning, training and personnel requirements. Program centers on community shelters and community action. Apply through local Civil Defense directors.

The Key:



"Flexible" Organization

The Air Force Reserve and Air National Guard are organized, manned, trained and equipped under policies established by the United States Air Force, and all Reserve units have a direct relationship with one of the major air commands of USAF. In the event of mobilization, Reserve units are programmed to become active elements of a specific major air command, called the "gaining command." During peacetime, operational readiness inspections and the supervision of training are conducted by these commands:

- Military Air Transport Service
- Tactical Air Command
- Air Defense Command
- Air Force Communications Service
- Pacific Air Force
- Alaskan Air Command
- Air Force Logistics Command
- Continental Air Command
- Other commands having Mobilization Assignees

A general outline of the internal organizational structure of the Air Force Reserve and Air National Guard follows:

AFRes

The Air Force Reserve is commanded by the Continental Air Command of the U. S. Air Force. CONAC is made up of eight subordinate commands. There are six Air Force Reserve Regions, the Air Reserve Records Center, and the Civil Air Patrol—USAF.

The Regions provide intermedi-

ate supervisory control of all Reserve activities in their areas. Below the Regions are the Reserve flying units and sixteen Reserve Sectors which are responsible for all nonflying units. Management of the Region and Sector headquarters is accomplished partly by Reservists and partly by Regular Air Force personnel. Units subordinate to the Regions and Sectors are manned entirely by Reservists.

The Air Reserve Records Center maintains master records for approximately one third of a million Air Force Reservists.

Civil Air Patrol is an auxiliary of the U. S. Air Force under CONAC and is organized and manned by over 75,000 civilian volunteers. In addition to its primary search and rescue mission, the Civil Air Patrol conducts a nationwide aerospace education program and an international air cadet exchange program.

The Air Reserve Technician Program (ART) of the Air Force Reserve achieves maximum combat readiness and effectiveness of Air Force Reserve flying wings.

ART combines Federal Civil Service employment with active Reserve participation. Reserve technicians serve as civilian AF employees during the standard work week, then don AF uniforms for Reserve training periods.

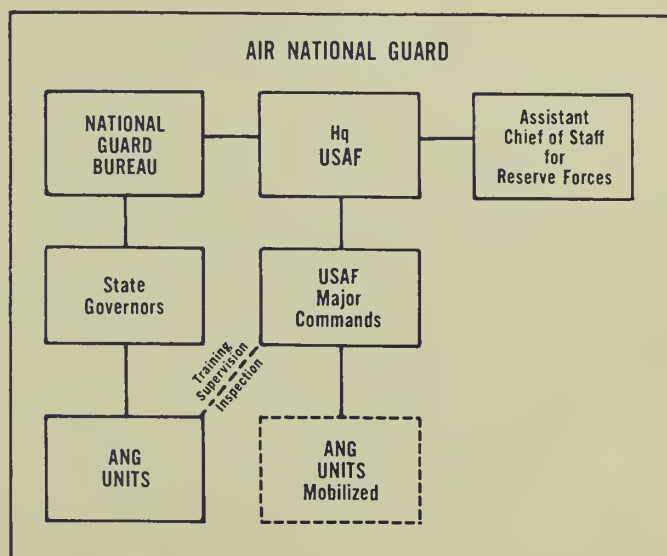
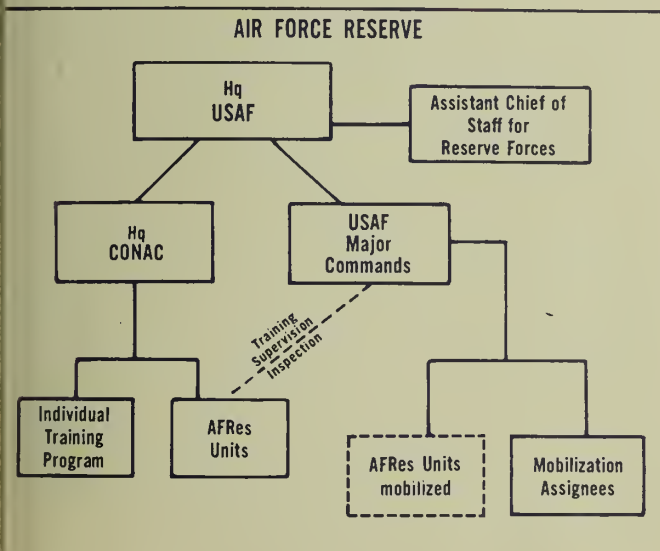
The program is based on the need for a "cadre" or "hard-core" of highly skilled, permanent, stabilized Reserve personnel immediately available to the Air Force Reserve wings during an emergency or in the

event of national mobilization.

ANG

The Air National Guard is the air arm of the National Guard and performs a dual mission. When not federalized, the Air National Guard represents a force at the disposal of the state governor in his efforts to preserve the peace and protect the health and welfare of the community. When federalized, Air National Guard units become active elements of their assigned USAF major air command. The Chief, National Guard Bureau, reports to the Department of the Air Force through the Chief of Staff, U. S. Air Force. The National Guard Bureau is the official channel of communication to all Air National Guard units through the State Adjutants General. The National Guard Bureau controls the funds, equipment and manpower of the various Air Guard units and also controls how these resources will be used in effecting approved Air Force programs for the ANG.

Less than 20 percent of ANG personnel are Air Technicians: full time state civilian employees who are also military members of the unit and attend weekend drills and summer training encampments in their military status. The officer and airmen Air Technicians fill full time and technical supervisory positions which are required to keep units sufficiently operational for training purposes. They provide guidance during training and maintain continuity between training periods.



Q & A

Answers to questions frequently asked about the Air Reserve Forces

Is it possible to make good retirement years while in the Standby Reserve? I am now in the Ready Reserve and have completed ten good years of Ready Reserve service. Would it be possible for me to transfer to Standby Reserve, make good retirement years by completing ECI courses then apply for retirement with pay after completing the required number of years? Points earned in either a Ready or Standby status are creditable for Reserve retirement. They may be earned through extension course participation with assignment to the Nonaffiliated Reserve Section (NARS). Such an assignment places you in Standby status. Provided eligibility requirements are met, application for retired pay may be made from this status. Eligibility criteria must include: attainment of age 60; completion of 20 years satisfactory service of which the last eight were earned in a Reserve capacity; and active duty during World War I, World War II or the Korean conflict if a member of an Armed Force Reserve before August 16, 1945. Any satisfactory service earned while assigned to NARS (50 points per year) will be counted toward the 20 years required to qualify for retired pay.

Does my employer have to give me time off in addition to my regular vacation to attend summer encampment? Does he have to pay me for that extra time off? There is no law which requires an employer to give you additional time off or to pay you for periods of Reserve training. Many leaders of business and industry realize the defense value of a strong Reserve Force to the nation and to the community and offer such benefits. Federal employees are granted 15-days military leave with pay to attend summer encampments. This is in addition to their annual vacation period.

Are members of the Reserve components eligible to fly on Air National Guard aircraft? Yes. Reserve component personnel in uniform, with proper identification, may ride as passengers in ANG or AFRes aircraft on a "space available basis" and "within Continental limits of U.S.," provided the aircraft is on a duly scheduled training flight or on a strictly military mission. Reservists cannot use military transport for private business.

After completing 20 years of satisfactory service either on active duty or as a mobilization assignee, I requested that I be reassigned to NARS. I plan to continue to earn retirement points through extension courses. Assuming that I meet other requirements, am I eligible for promotion to a higher grade? Yes. To be eligible for promotion consideration a Reservist officer must be in an active status. This means being assigned to an active program element and accruing at least 15 earned points within your retirement year. Assignment to NARS with participation through ECI courses would fulfill this requirement.

How may an airman on active duty with the

Personnel records of all Air National Guard officers are maintained at National Guard Bureau headquarters, the Pentagon, Washington 25, D.C. The records of ANG enlisted members are maintained at the respective state headquarters. The Air Reserve Records Center, 3800 York St., Denver 5, Colo. 80205, maintains the personnel records of all Air Force Reserve officers (except general officers) and airmen not in active military service. Questions should be forwarded to either of the above addresses. They should include full name, rank, service number, return address and complete details.

Regular Air Force make application for a commission in the Air Force Reserve, or apply for a course to qualify him for commission? Air Force enlisted personnel on active duty may apply through their immediate commander to Continental Air Command or, if stationed overseas, to the major commander having jurisdiction over the area in which he is stationed. However, direct appointments in the Air Force Reserve are currently restricted to individual qualified in the medical, chaplain and legal fields. We suggest you contact your unit commander for information concerning a school or further requirement for a commission.

I am an Air Force Reservist assigned to a troop carrier unit. Can I obtain a conditional release in order to transfer to the Air National Guard? You may request a conditional release for the purpose of transferring to the ANG. Processing procedures are contained in paragraph 10c, AFR 45-35. Release of members of the Air Force Reserve (not on extended active duty) for transfer to the ANG for the sole convenience of the individual is not authorized, and such transfer must be necessary and in the best interests of the Air Force.

Can a retired Air Force officer or enlisted man become a member of the National Guard? Air Force policy does not permit retired officers to become members of the Ready Reserve. Retired Airmen in highly critical skill areas may be members of the Ready Reserve with Air Force approval. Currently only Flight Engineer Technician, AFSC 43570, are approved for the Air Force Reserve.

I am a Standby Reservist with assignment to Headquarters CONAC (NARS) ARRC. My term of service will expire soon. Can I be reenlisted into the Inactive Reserve? Provided you are fully qualified for reenlistment in the Air Force Reserve in accordance with AFR 45-47, as amended, and during your last retention year you have earned 15 points, exclusive of gratuitous points, you may be reenlisted into the NARS. Such enlistment must be accomplished no later than the day following your expiration term of service date. Thereafter reenlistment may be for Ready Reserve position only.

REGULATIONS

Reservists may find the following condensation of current Air National Guard and Air Force regulations a handy reference. Due to space limitations, only those deemed pertinent to Reservists, have been included.

Policy regarding personnel administration within the Air Reserve Forces is contained in Air Force Manual 35-3, dated October 1, 1963. Provisions of that manual supersede any conflicting policies or procedures which may be presently contained in ANG or AF publications or messages previously issued. Existing publications are being revised.

Air Force Regulation O-2, numerically lists all current publications. Following are some of the more pertinent regulations:

- 23-1 Organization and Mission: "Continental Air Command."
- 30-20 Personnel: "Issue and Control of Identification Cards."
- 35-3 "Service Dates, Air Reserve Forces."
- 39-35 "Assistance to Reserve and Air National Guard Recruiting Programs."
- 45-1 "Mission, Composition, and Program Elements of Reserve Components."
- 45-2 "National Guard Bureau."
- 45-6 "Responsibilities for Training, Inspection, Safety Programs, Air Reserve Forces Units."
- 45-9 "Air Reserve Forces Policy Committee."
- 45-10 "Air Force Reserve Inactive Duty Training Pay and Allowances."
- 45-14 "Tours of Active Duty."
- 45-15 "Point-Gaining Activities for AF Reservists."
- 45-21 "Voluntary Entry on EAD of Warrant Officer and Enlisted Reservists."
- 45-22 "Reserve Component Representation on Air Force Staffs."
- 45-24 "Evaluating Performance of Reserve Officers not on EAD."
- 45-26 "Voluntary Entry of Officers on EAD."
- 45-27 "Retention Program for AF Reserve Airmen."
- 45-28 "Ready Reserve Officer Retention Program."
- 45-32 "Wearing of Uniform by Air Technicians."
- 45-33 "Ready Reserve Programs for Personnel Without Prior Military Service."
- 45-34 "Assignment and Promotion of Air Force Reserve General Officers."
- 45-35 "Military Service Obligations and Transfer Between the Armed Services and Between Reserve Components of the Air Force."
- 45-37 "Authorization for Inactive Duty Training."
- 45-40 "Discharge of Officers of Air Force Reserve by Reason of Misconduct or Inefficiency."
- 45-41 "Administrative Separation of Officer Members of the Air Force Reserve."
- 45-42 "Resignation."
- 45-43 "Administrative Discharge of Airmen Members of the Air Force Reserve."
- 45-47 "Enlistment and Reenlistment in the Air Force Reserve."

- 45-48 "Air Force Reserve Officer Training Corps."
- 45-50 "Promotion of AF Reserve Officers to Fill Unit and Mobilization Assignment Grade Vacancies."
- 45-58 "AFROTC Flight Instruction Program."
- 45-60 "Programming, Equipping, and Maintaining the Capability of Ready Reserve Forces."
- 45-61 "Emergency Orders."
- 50-5 "Physical Conditioning."
- 50-11 "Training of Individual Reservists to Meet Air Force Requirements."
- 50-15 "Code of Conduct."
- 50-35 "Reservists of One Service Training With Units of Other Services."
- 50-41 "Air Force Reserve School and Special Tour Training Programs."
- 76-6 "Responsibilities and Policies for Movement of Traffic on Other Than MATS Aircraft."
- 76-7 "Operation of Air Force Terminals."
- 145-15 Commissaries: "Individuals and Organizations Authorized Commissary Store Privileges."
- 190-25 "Biographies of High-Level and Distinguished Personnel."

The following are extracted from Air National Guard Regulation O-2, dated December 1, 1963. They are of specific interest to Air Guardsmen.

- 20-1 Organization and Mission: "Air National Guard."
- 23-01 "Headquarters, State Air National Guard."
- 35-01 "Retirement."
- 35-07 "Classification of Airmen."
- 35-09 "Ordering ANGUS Personnel to Active Duty For Training in Federal Status."
- 35-4 "Trophies and Awards."
- 36-01 "Federal Recognition of General Officer Appointment or Promotion in the ANG and Appointment or Promotions as a Reserve of the AF."
- 36-02 "Federal Recognition of Appointment in the ANG and Appointment as Reserve of the AF."
- 36-03 "Federal Recognition Examining Boards for Appointment or Promotion in the ANG."
- 36-04 "Federal Recognition of Promotion in the ANG and Promotion as Reserve of the AF."
- 36-05 "Separation of ANG Officers."
- 36-08 "Voluntary Entry Into Active Fed. Service."
- 36-014 "Discharge of Officers of the ANG for Misconduct or Inefficiency."
- 36-10 "Training Performance and Training Report."
- 39-09 "Enlistment and Reenlistment in the ANG and as a Reserve of the Air Force."
- 39-4 "Airmen On-The-Job Upgrade Training."
- 39-10 "Discharge."
- 39-29 "Promotion and Demotion of Airmen."
- 50-01 Training: "General."
- 50-02 "Unit Training Assemblies."
- 50-03 "Field Training."
- 50-04 "Military Orientation of Nonprior Service Airmen."
- 50-05 "Service Schools and Related Training."
- 50-07 "Additional Inactive Duty Flying Training."
- 60-2 "USAF Rated Personnel Flying Air National Guard Aircraft."
- 177-01 "Travel During Inactive Duty Training."
- 177-04 "Travel During Active Duty Training."

It's Good Business to Support the Air Reserve Forces

...Good for Industry

Always among the first to rally to national defense in perilous times, many business and industrial leaders have done much to encourage participation in the activities of the Air Reserve Forces. They give this support, not only because they recognize the value of strong Air Reserve Forces for the protection of our country, but because they have found that the majority of Air Reservists and Air National Guardsmen are top flight employees.

There are a number of ways an employer can support the Air Reserve Forces. Among them:

- Grant employees leave in addition to their vacations for annual Reserve tours of duty for training, special tours of duty or emergency duty, with full salary, or the difference between military pay and company pay.
- Establish and make known to his organizational associates, personnel policies designed to avoid company practices which might tend to discriminate against Reservists because of the military affiliation.
- Assist Reservists in making scheduled inactive duty drills and tours of active duty for training.
- Support Reserve activities through the use of such facilities as bulletin boards, meeting rooms, training aids, transportation, company news media, exhibits, and advertising in newspapers, radio, television and other media.

Only through the understanding and cooperation of the leaders in business and industry can the Air Reserve Forces maintain their "Ready Now" status which is essential to our national security.





...Good for the Family and Community

The burden of national security is not solely the military man's—it is everyone's! The full support of family and community is needed to keep the Reservist a ready and capable member of America's defense force.

Obviously, the Air Reserve Forces are a family affair, and the benefits of participation are as advantageous to the family and community as they are to the Reservist. Added income and the prospect of increased financial security after retirement are examples of tangible family benefits. There are others: an expanded social life built on new friends, new club and recreational facilities and new interests; and, the pride of association with an organization that contributes to the welfare and protection

of the community and the nation.

Some Air Force Reserve and Air National Guard units sponsor women's Reserve auxiliary programs encouraging wives, friends and female relatives to become active and contributing partners in the Air Reserve Forces. Such family identification with the Air Reserve units and their missions, equipment and personnel, lends the moral support required to increase unit effectiveness.

Wives and friends of members of the Air Reserve Forces are invited to participate in these family activities. Unit Information Officers may be contacted for details concerning such programs.

Help Wanted

Air Force Reserve ...

Air Force Reserve's approximately 1,100 units are spread across the Nation. Each unit relies heavily upon the skills and training of its members, and in most there are position vacancies which must be filled. Men with prior service are needed for these units to maintain their combat effectiveness and to increase their augmentation value to the U. S. Air Force. Also, there are numerous openings for men with no prior military service. The following is a listing of critical shortages by career field and Air Force Specialty Code.

OFFICER

1035	Pilot, Search Rescue
1055	Pilot, Troop Carrier
1435	Air Operations
1535	Navigator
1634	Air Traffic Controller
3034	Communications
4344	Aircraft Maintenance
5526	Base Engineer
6044	Transportation
6424	Supply
6724	Accounting and Finance
6736	Budget
7016	Administrative Staff
7024	Administrative
9016	Medical Administrative Staff
9025	Medical Administrative
9035	Medical Supply
9326	Medical, General
9356	Medical, Aerospace Medicine
9716	Nurse, Administrative
9754	Nurse, General
9826	Dental, General
9926	Veterinary, General

AIRMAN

204X0	Intelligence Operations
241X0A	Safety
271X0	Air Operations
272X0	Air Traffic Control
274X0	Command Post
291X0	Communications Center
A293X2	Airborne Radio
293X0	Ground Radio Operations
301X0	Aircraft Radio Repair
301X1	Aircraft Electronic Navigational Equipment Repair
303X1	Air Traffic Control Radar Repair
304X0	Radio Relay Equipment Repair
304X1	Flight Facilities Equipment Repair
304X4	Ground Radio Comm Equipment Repair
361X0	Outside Wire & Antenna Systems (Installation and Maintenance)
363X0	Communication & Relay Center Equipment Repair (Electro-Mechanical)
421X1	Aircraft Propeller Repair
421X2	Aircraft Pneumatic Repair
421X3	Aerospace Ground Equipment Repair
422X0	Instrument Repair
422X1	Mechanical Accessories & Equipment Repair
423X0	Aircraft Electrical Repair
424X0	Aircraft Fuel Systems Mechanic
431X1A	Aircraft Mechanical (Reciprocating Engine)
432X1	Reciprocating Engine Mechanic
43570	Flight Engineer Technician
461X0	Munitions
471X1	Automotive Repair
542X02	Electrician
545X0	Refrigeration
551X0	Roads and Grounds

☆☆☆ Applicants should contact the nearest Air Force Reserve or Air National Guard unit, listed in the telephone directory under "U.S. Government," or write to the Air Reserve Records Center, 3800 York St., Denver, Colorado (80205) or the Adjutant General at the appropriate state capital.

552X0	Woodworker
563X0	Water & Waste Processing
565X0	Heating
571X0	Fire Protection
582X0	Fabric, Leather & Rubber Products
602X0	Passenger & Household Goods
603X0A	Vehicle Operator
605X0	Air Passenger/Transportation
605X1	Air Freight
606X0	Flight Traffic
607X0	Aircraft Loadmaster
622X0	Cook/Food Service
643X0A	Fuel (Conventional)
645X0	Inventory Management
646X0	Organizational Supply
647X0	Warehousing
671X0	Accounting & Finance
685X0	Data Processing Machine Operator
702X0	Administrative
702X1	Postal
704X0	Stenographic
732X0B	Personnel
751X0	Education
771X0	Air Police
901X0	Aeromedical
902X0B	Medical Service
902X2	Operating Room
902X8	Psychiatric Ward
903X0	Radiology Specialist
904X0B	Medical Laboratory
905X0	Pharmacy
906X0	Medical Administration
906X1	Medical Materiel
907X0	Preventive Medicine
908X0	Veterinary
921X0A	Rescue & Survival
92250A	Personal Equipment
981X0	Dental Specialist

Air National Guard ...

Air National Guard units are located in every State, Puerto Rico and the District of Columbia. Results of the past year's concentrated recruiting efforts have brought some units up to 100 percent manning, but there still are many units in need of skilled personnel. Listed below are the most critical officer and enlisted vacancies existing within the Air National Guard:

OFFICER

Pilots and navigators with prior military service are needed by many of Air National Guard's flying units. Former rated officers with the rank of second lieutenant through major are requested to apply for membership with their local Air National Guard unit.

AIRMAN

622X0	Food Services
291X0	Communications Center Specialist
571X0	Fire Protection Specialist
771X0	Air Policeman
273X0	Aircraft Control & Warning Operator
304X0	Radio Relay Equipment Repairman
304X4	Ground Radio Communications Equipment Repairman
421X3	Aerospace Ground Equipment Repairman
431X1A	Aircraft Mechanic (Reciprocating Engine)
432X0	Aircraft Mechanic (Jet Engine)
646X0	Supply Specialist

GLOSSARY

ACTIVE DUTY FOR TRAINING: A tour of active duty for training under orders which provide for automatic return to inactive duty upon completion. Example: the annual 15-day "summer encampment."

ACTIVE STATUS: The status of all members of the Air Reserve Forces except those assigned to ISLRS* or the Retired Reserve Section.

AIR RESERVE FORCES: The Air National Guard of the United States and the Air Force Reserve.

HEAD) EXTENDED ACTIVE DUTY: Tour of full time duty in the active military service performed by a member of the Air Reserve Forces.

TRAINING COMMAND: The major air command to which a unit or individual of the Ready Reserve is assigned in the event of mobilization.

INACTIVE DUTY TRAINING: Training performed by a member of the Air Reserve Forces while not on active duty. Examples: unit training assemblies-correspondence courses.

(SLRS) INACTIVE STATUS LIST RESERVE SECTION: A program element made up of AF Reservists who do not meet the requirements for active status (15 earned points per year not counting gratuitous points). Reviewed annually to determine whether Reservists are to be retained or discharged.

(RS) INELIGIBLE RESERVE SECTION: A program element containing those AF Reservists who have not completed their Reserve obligation and who do not voluntarily participate in Reserve training programs.

(MSO) MILITARY SERVICE OBLIGATION: The period, required by law, which a person must serve as Regular or Reserve of the Armed Services.

MANDATORY ASSIGNEE: A draft deferred individual who has served on active duty for less than 12 months and has a remaining military service obligation. He may be involuntarily assigned to a Ready Reserve position and is required to meet statutory participation requirements of the program element assigned.

MINIMUM PARTICIPATION REQUIREMENTS: The least number of points a member of the Air Reserve Forces must earn annually for retention within any program element to which he is assigned.

MOBILIZATION ASSIGNEE: An Air Force Reservist not on extended active duty who is assigned a MOARS* position.

(MOARS) MOBILIZATION ASSIGNMENT RESERVE SECTIONS: Administrative sections of major commands and their subordinate units which monitor assigned Air Force Reserve Part I and Part III manpower spaces.

(NARS) NONAFFILIATED RESERVE SECTION: A program element consisting of Standby Reservists not assigned to any other active status program element, or who are not in an inactive or retired Reserve status. AF Reservists in NARS must earn at least 15 points each retention year to remain in that program.

NONOBLIGOR: A member of the Air Reserve Forces who does not have a military service obligation.

NONPRIOR SERVICE: In general, an individual who has never served on active duty.

OBLIGOR: A member of the Air Reserve Forces who has a military service obligation.

PROGRAM ELEMENT: Any program within the active status portion of the Air Reserve Forces which is identified by training category and pay group.

RESERVIST: Refers to members of the Air National Guard or Air Force Reserve.

READY RESERVIST: A member of the Air Reserve Forces occupying a unit or individual mobilization position who may be ordered to extended active duty involuntarily in time of War or National emergency declared by Congress or the President, or when otherwise authorized by law.

SERVICE OBLIGATION: The length of time that an individual must, by law, serve as a member of a regular or Reserve component of an Armed Service.

SELECTIVE ASSIGNEE: A Reserve obligor involuntarily assigned to a vacant Ready Reserve position because of recent active duty training in a particular specialty. He is not required to perform inactive duty training and is utilized only to meet mobilization requirements in the event of an emergency.

TRAINING CATEGORY: A classification which indicates the amount of training required by units and individuals to maintain proficiency. (A list of the various training categories is printed on page 11).

STANDBY RESERVIST: An AF Reservist, not in the Ready or Retired Reserve, who may be ordered to extended active duty involuntarily only in time of War or National emergency declared by Congress, or when otherwise authorized by law.

YEAR OF SERVICE FOR RETENTION: That 12 consecutive months period during which a Reservist must earn a minimum of 15 points (exclusive of gratuitous points) in order to be retained as an active Reservist.

YEAR OF SERVICE FOR RETIREMENT: That 12 consecutive months period during which a member of the Air Reserve Forces must accrue a minimum of 50 points, (35 earned and 15 gratuitous) if such period is to be credited as a year of satisfactory federal service for retirement purposes.

Note: To avoid duplication, definitions of the Ready and Standby Reserve, Part I and Part III and Retired Reservists have not been included. They can be found in the section pertaining to Program Elements, page 11.

Air Force Point of View

"The Air Force thinks of the Air National Guard and the Air Force Reserve in the same manner as it does of its regular units. As nearly as possible, we expect the same rapid response from them because they are subjected to identical operational readiness tests. We need a Ready Now combat capability in the Air Reserve Forces because we depend on them to augment the active force in times of crises."

General Curtis E. LeMay,
Chief of Staff, USAF

Until a few years ago the Air Force, like the other United States military services, traditionally had relied on its Reserve components to supply the extra manpower and capability needed for wartime expansion. But today, our Air Reserve Forces—the Air National Guard and the Air Force Reserve—are much more than a wartime mobilization force; they are, in fact, a vital part of the aerospace force in-being.

The varied missions assigned to the Air Force are so broad in scope they can be accomplished only by a completely *responsive*, instantly reacting, highly *flexible* aerospace force.

In the early 1950s, the Air Force realized that its requirement for Reserve augmentation could not be met with the traditional concept of Reserves—a pool of manpower from which it could draw to expand its active forces. It found that the flexibility and immediate reaction capability required of active Air Force units must also exist in the Reserve Forces if they are to be effective. Its need was for Air Reserve Forces units organized and trained to perform specific wartime tasks. These forces have to be capable of responding within a few hours instead of the traditional weeks or months. They have to be ready for D-day—every day.

As our new Reserve concept took shape, there was a growing awareness within the Air Force of the existing and potential capabilities of the Air National Guard and the Air Force Reserve. This awareness was coupled with a realization of how much *real* Reserve capabilities would mean to an Air Force beset by rising costs and static budgets. The capabilities of Reserve Force units were written into Air Force war plans. Flying units were equipped with aircraft suitable for accomplishing wartime tasks. Soon, members of the Air Re-

serve Forces adopted the term "Ready Now" to describe the results of this increased emphasis on full trained, mission-capable forces. And the Air Force put its "Ready Now" Reserve Forces to work.

Units began performing peacetime Air Force missions to make their training as realistic as possible. Troop carrier units moved high-priority cargo while training their personnel in airlift skills.

Fighter and reconnaissance units supported joint Army and Air Force exercises. Air defense units flew intercept missions under active Air Force control.

Methods of management were improved. Air Force commands were made responsible for supervising the training of those Reserve Forces units which would be assigned to them in wartime. Standards of performance for active and Reserve units were made identical. Each aircrew, regardless of component, was required to meet the same rigid requirements before it could be designated "combat ready."

These rather revolutionary Air Force concepts for Reserve Forces proved their validity in the fall of 1961. This was during the Berlin crisis when the President ordered to active duty a number of Air National Guard and Air Force Reserve units.

Soon after they reported for duty, seven fighter squadrons, a tactical reconnaissance squadron, and a complete tactical control group were enroute to Europe. The other recalled units were integrated into Tactical Air Command and Military Air Transport Service units in the U. S., prepared for immediate deployment. More than 200 single-engine jet aircraft were flown to Europe by their citizen-airmen pilots. The deployment, large of its kind ever attempted, was completed in record time, and without a single accident.

Three additional fighter squadrons, called to active duty on November 1, began the move to Europe a few days later. These units were equipped with the F-105 "the missile with a man in it." The first of these three squadrons to complete the move was standing 24-hour alert at Moron Air Base, Spain, two weeks later.

Air National Guard heavy transport wings and Air Force Reserve troop carrier wings were mobilized on October 1, and soon their C-97s and C-124s were flying missions for Tactical Air Command and the Military Air Transport Service, not only within the U. S. but to the Far East, Europe, and other overseas areas.

■ Air Force Reserve practical training adds "Ready Now" support to the active forces.





■ Refueling capability of ANG tactical jets makes rapid overseas deployments possible.

General Curtis E. LeMay, Air Force Chief of Staff, summed up the performance of the Air Reserve Forces in these words: "Never before has the United States Air Force depended so heavily upon the ability of the Air National Guard and the Air Force Reserve to respond so quickly and effectively. Never before have the Reserve Forces met a challenge with such speed and efficiency."

Ex-chancellor Konrad Adenauer of the Federal Republic of Germany wrote to the late President Kennedy that, in his opinion, the prime factor influencing Khrushchev in his slowdown on the Berlin crisis was the swift, decisive buildup of American forces, including the fighter units deployed to Europe.

The President of the United States congratulated the Air Force on "the outstanding contribution to the cause of freedom made by its Reserve Forces during this critical time."

Hardly had the Reserve Forces units recalled for the Berlin contingency returned to their homes when a new trouble spot appeared. On October 22, 1962, the President alerted the world to the existence of a Soviet buildup of offensive missiles in Cuba. Late on the night of October 27, eight Air Force Reserve troop carrier wings and six AF Reserve aerial port squadrons were ordered to active duty.

The swiftest of Reserve mobilizations since the American Revolution saw 93 percent of the personnel of the recalled units present for duty, with optimum operational readiness of aircraft, 24 hours after the order was issued. Secretary of Defense Robert S. McNamara said: "This was a fantastic performance." He continued, "this is the standard of performance that has been built into the Air Force's Reserve and mobilization programs."

But the story of the Air Reserve Forces in the Cuba crisis was more than the story of the mobilized units. Many units and thousands of individuals who were not ordered to active duty performed vital missions during the emergency. Air National Guard tactical fighter squadrons were standing ready—within a telephone call of active duty.

Air Force Reserve recovery units at civilian airports and unused airstrips supported dispersal and deployment operations of Strategic Air Command, Air De-

fense Command, and other Air Force major commands as well as Army tactical units. Many Air National Guard and Air Force Reserve bases also supported dispersal of our combat forces.

Air Force Reserve troop carrier squadrons flew many supply and resupply missions before and after the active duty period. Air National Guard heavy transport squadrons fitted their overwater training flights into the worldwide system of Military Air Transport Service, flying essential cargo and filling gaps left by MATS' concentration on direct support of Cuba crisis action. These tasks were performed by volunteer personnel of the Air Reserve Forces who were *not* ordered to active duty but, as General LeMay expressed it, practically came on active duty anyway, to help where they could. "This," he said, "is my idea of a *real* Reserve unit."

This *in-being* capability of the Air Reserve Forces continues to pay dividends in productive effort for the Air Force. During Fiscal Year 1963, Air Force Reserve aircraft were responsible for the movement of almost 10,000 passengers and approximately 9.5 million pounds of cargo for the Air Force. The Air Force Reserve provided more than half of Tactical Air Command's support of Army airborne training during the past Fiscal Year and airdropped more than 100,000 troops in exercises and training.

Air National Guard air transport squadrons and Air Force Reserve troop carrier squadrons committed to the Military Air Transport Service are required to perform overwater training flights along MATS routes. When MATS cargo is carried on such flights, all members of the crew get realistic training. The extra airlift which they provide for MATS is clear profit for the nation. Between January 1 and June 30, 1963, sixteen Air National Guard C-97 squadrons airlifted more than 6.5 million pounds of MATS cargo overseas.

The Air National Guard makes a substantial contribution to the nation's air defense. Each of the 25 ANG interceptor squadrons keeps *two* aircraft and *four* aircrews on active duty runway alert *around-the-clock*, performing air defense intercept missions under Air Force control.

The capability of the Air Reserve Forces is certainly a factor in any potential enemy's assessment of our total military strength.

In October 1961 General LeMay stated, "It is pretty obvious that the regular establishment forces can't do all the job—today or in the future. I see a continuing need for ready Reserve Forces that can pitch in and help the active units." This is just as true today.

Successful manning of Reserve Forces units, therefore, depends in large measure on the attitudes of the business and civic leaders of local communities. Manning required for the essential Reserve Forces readiness can be achieved only if the members of the Reserve Forces are supported by their employers, their families, and all those with whom they come in contact.

The late President Kennedy, speaking of the meaning of the Nuclear Test Ban Treaty, said "There is no cause for complacency. We have learned in times past that the spirit of one moment or place can be gone in the next. We have been disappointed more than once, and we have no illusions now that there are shortcuts on the road to peace. At many points around the globe the Communists are continuing their efforts to exploit weakness and poverty. Their concentration of nuclear and conventional arms must still be deterred."

reserve camera

Reserve training takes many avenues. It is varied and diverse, running the gamut from basic marksmanship to the intricacies of space age problems. Here is a sampling. **1** MARKSMANSHIP—A2C Ronald P. Herzig of Air Force Reserve's 434th Troop Carrier Wing, Bakalar AFB, Indiana, recently outscored over 1,000 Reservists during unit's marksmanship training program. Airman Herzig fired 298 out of a possible 300.

2 OVERSEAS FLIGHTS—In the foreground, TSgt. Charles H. Wright (1) and Major Bobby E. Wells, 125th Air Transport Sq., Tulsa, Oklahoma, supervise loading of medical supplies aboard their Air National Guard C-97 aircraft at Norton AFB, California. Their flight to Bangkok, Thailand, combined training in Military Air Transport Service procedures with accomplishing an Air Force mission: transporting supplies to overseas bases. **3** NAVIGATION—Air Force Reservists, Captain Philip R. Goerner (1) and Major Donald P. Foley perfect their navigation skills during weekend training flights. Both are assigned to Air Force Reserve's 8503rd Navigator Training Sq., Minneapolis, Minnesota. **4** PUBLIC RELATIONS—Air National Guard's 113th Tactical Fighter Wg., Washington, D.C., conducted its most recent 15-day tour of active duty training at Volk Field, Wisconsin. A2C James Soli, Information Specialist, used his training as a broadcaster to provide local radio station with news and information about the unit and its personnel.



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MAY 1964

the air reservist

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES



F-105

Air National Guard entered the Mach 2 field (twice the speed of sound) last month when it accepted the first of nineteen, 1,500 mile-per-hour F-105 "Thunderchiefs."

The first Air Guard unit to receive the versatile, tactical jet-fighter was the 108th Tactical Fighter Wing, McGuire Air Force Base, New Jersey. (The story of ANG's acquisition of the F-105 continues on page 2.)

**Special
Supplement:
"Our Aerospace Force"**

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JUN 1964

E... includes a supplement entitled "Our Aerospace Force," beginning on page 1AF (normally page 13). Its purpose is to serve as a convenient reference and to acquaint members of the Air Reserve Forces with current Air Force concepts, policies, missions and structure.

the air reservist

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May 1964

AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

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Chief of Staff, United States Air Force

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■ First F-105 in the Air Guard inventory.

F-105 / continued

Brig. General Donald J. Strait, wing commander stated, "This supersonic mach 2 jet fighter-bomber, with the capability of delivering weapons throughout the complete conventional spectrum and with its ability to refuel in the air giving it a global capability, will be a tremendous asset to the readiness of the Air National Guard."

Delivery of the two million dollar aircraft from the Air Materiel Area, Mobile, Alabama, marks the first time the Air Guard has had a mach 2 aircraft in its inventory since two squadrons of F-104s were returned to the Air Force in January 1963.

Chief of the National Guard Bureau, Maj. General Winston P. Wilson, termed delivery of F-105 as, "testimony of Air Force confidence in the Air National Guard and an indication of the essential role the Guard plays in the nation's defense structure."

Also converting to a new type aircraft is Air National Guard's 151st Fighter Interceptor Sq., Knoxville, Tenn. The unit will change its mission too, as they convert from the F-102 to the KC-97 aerial tanker. The 151st is scheduled to receive a total of ten KC-97s from Strategic Air Command, increasing Air Guard's refueling force to four flying squadrons.

AIR FORCE RESERVE stepped-up its nationwide recruiting program last month in an effort to add highly skilled Air Force officers and airmen to the Reserve roster.

Specially trained Recruiting Coordinators from the 16 Air Force Reserve sectors will visit each of U. S. Air Force's 129 separation centers. Separation centers process those officers and airmen leaving active duty.

They are considered the prime source of recruiting for the well-trained primary service personnel who are so vital to the future of the Air Force Reserve and the role it plays as a "Ready Now" augmentation force of USAF.

The Regular Air Force separate lack of information about the missions, units, equipment and benefits of Reserve participation has been labeled the immediate target. To eliminate this knowledge gap, specially prepared recruiting materials are being distributed to the separation centers by the recruiting coordinators backed up by their personal knowledge of the Air Force Reserve program and its requirements. Included in the package of recruiting materials are two 16-mm, color, sound film (one to be shown to officers, the other to airmen) describing the global missions and many benefits of membership in the Air Force Reserve.

AIRMEN assigned to Reserve units who make substantial contributions to recruiting and retention for the unit may be rewarded with overseas flights under a recent Continental Command plan.

Quotas for participation have been allotted Reserve regions. Criteria for selection includes the amount of work the Reservist has done in non-pay status to further unit objectives. A further consideration will be his ability to create a favorable impression of the USAF overseas.

The trips will be provided on a space available basis during Reserve training flights to overseas bases. The frequency with which Reservists will be selected for future trips will depend on available man-days, training funds, and aircraft missions.

NEWS / on page

AIR GUARD REACTS RAPIDLY TO ALASKA CRISIS ...with personnel... aircraft... supplies

by Capt. Dempsey A. Anderson

Alaska Air National Guard

"Good Friday," March 27, 1964, one of the most devastating earthquakes in history rocked Alaska. The gigantic upheaval and tidal wave it generated caused unbelievable damage and destruction.

History? OK, if you overlook the massive rebuilding Alaskans face.

However, there are numerous incidents of courage and self-sacrifice not reported—and deserve telling.

A case in point: the alert and fast reacting Alaska Air Guardsmen, members of the 144th Air Transport Squadron stationed at Kulis ANG base, Anchorage. All they did was rescue trapped victims, administer first aid to the injured, provide food and shelter for the homeless, reestablish vital communications and perform myriad emergency tasks, including the airlift of rescue workers and essential supplies to other stricken communities. This, in addition to repairing their own damaged facilities.

Anchorage, Alaska's largest city, was the hardest hit. Buildings over most of a 14-block area were demolished, huge crevices opened its streets, water mains, gas pipes, power and phone lines broke. That night most of the people were without power, water and heat in the subfreezing Alaska weather.

Without warning, Alaskan Air Guardsmen became key participants in an unfolding drama. The 144th's Captains Herb Bredow and Joe Kuchta, along with Sergeant Oscar Holland, just landed at Kulis after a "routine" mercy flight in which they had dropped supplies to natives at Killikham, Alaska.

The quake struck as the sergeant was servicing their C-123J "Provider" and the two officers were walking toward the parking lot. Bredow and Kuchta were knocked to the ground by the violence of the tremor and they watched helplessly as buildings collapsed and water storage tanks ruptured. The quake lasted approximately four minutes, starting slowly,

building to a violent pitch and ending as suddenly as it began.

Regaining their feet, Bredow and Kuchta ran to the unit's personnel office where they joined forces with Sergeants J. C. Hobson and Holland.

Kuchta and Hobson turned off power switches and water lines to avoid the possibility of fire and stop the flow of water from ruptured water mains, while Bredow and Holland made a running survey of the base and aircraft to determine damage.

About this time, another Air Guardsman, Major Jim Rowe came over from nearby Anchorage International Airport, which shares its runways with Kulis ANG base. He reported that the terminal had been badly damaged and that the control tower had collapsed, trapping people inside. Responding to this information, Sergeants Chuck Christy and Holland drove to the scene in a wrecker which they used to remove large chunks of concrete. Three men were found amid the wreckage. Then the sergeants used an ambulance to drive the victims to the hospital. One died enroute, the other two survived.

At this point, Major Rowe started

one of the C-123s, realizing the desperate need for an emergency control tower and a means of communications. The aircraft's radio was used to alert the world to the disaster.

By this time Major General Thomas P. Carroll, adjutant general of Alaska, had directed Major John Podraza to assume command of the base and to activate the Air National Guard unit in State status. The response was exceptional. Within 20 minutes after the quake, without being called, Air Guardsmen began arriving at the base. Those not needed were assigned to help Civil Defense and other government agencies.

Guardsmen remaining at Kulis formulated emergency plans which included making available aircraft ready for emergency use. Within four hours six of the ten aircraft were manned and standing by.

Other Guardsmen performed other vital jobs. Personnel of the motor vehicle section supplied electricity from emergency power units; maintenance squadron personnel took emergency steps to bring heat to strategic

ALASKA / next page

■ Anchorage street reflects severity of Alaska's worst earthquake.



Value of training to meet state and federal emergencies proven . . .

ALASKA / continued

buildings, and the dispensary was made ready and manned by medical technicians. A warehouse was converted to an emergency shelter with 100 beds and a makeshift dining hall.

As the jobs neared completion, local radio stations and government agencies were advised that Kulis ANG base was ready to provide shelter, food and medical attention to those requiring it. By midnight, 97 women and children occupied the warehouse.

Away from the base, a team of Air Guardsmen patrolled the city, reporting damage and inspecting buildings for victims. Medical technicians in an ANG ambulance treated many injured civilians and transported patients and medical supplies.

Early next morning two ANG C-123s were used to transport Army Guardsmen to Seward and Kodiak. The lethal force of the upheaval had ruptured oil tanks, setting Seward ablaze, and a 17-foot tidal wave had demolished downtown Kodiak. The Guard planes were the first to land at the stricken communities.

After discharging the Army Guardsmen the two aircraft returned to Anchorage where they took on a cargo of diesel fuel for delivery to Valdez. That city also had been hard hit and although only 3,000 feet of the airport runway was usable, the planes landed safely.

Before a week ended the Air Guardsmen had flown some 25 missions involving 77 sorties and airlifted 201 passengers and 131,054 pounds of cargo.

Most citizens of Anchorage faced a bleak Easter, but in the midst of chaos the Air Guardsmen found time to remember the homeless children sheltered at the base. Explaining the situation to local merchants, the Guardsmen collected donations of baskets, eggs and assorted candies and spent Saturday evening working their own brand of magic. Next morning—Easter Sunday—the children were able to forget the disaster they had survived and the ruins that surrounded them. For a little while it was much more important to find an Easter egg, hidden—not too carefully—by an Air National Guardsman. ANG performs many missions.

The 144th Air Transport Squadron was not the only Air Guard unit to provide help to stricken Alaska.

Air Guard units from four states flew a total of 12 missions to that state carrying everything from food collected by the Salvation Army to a whole building for Civil Defense.

On Saturday, March 29, an aircraft of the 146th Air Transport Group, Van Nuys, California ANG, departed for Alaska carrying 18,000 pounds of medical and emergency supplies. The next day, three more Air Guard heavy transports were dispatched to Alaska. They were from the 146th; the 151st Air Transport Group, Salt Lake City, Utah; and the 161st Air Transport Group of Phoenix, Arizona. The 187th Air Transport Group of Cheyenne, Wyoming also flew a mission to Alaska.

During the first two weeks in April the Van Nuys unit sent three more C-97s to Alaska carrying about 30,000 pounds of cargo ranging from

canned spaghetti to wool socks that had been collected by local radio stations in conjunction with the Salvation Army. During the same period the 151st and 161st made mercy flights to Alaska and the 146th used two more aircraft to transport a prefabricated building donated by a California concern for use as Civil Defense headquarters in Anchorage.

A sad addition to this story of sacrifice and dedication to duty involved Maj. Gen. Thomas Carroll and Maj. Jim Rowe. Both, along with Lt. Col. Thomas Norris and TSgt Kenneth Ayers, were killed April 27th as their aircraft plunged into the sea near Valdez. Alaska's Governor, William Egan, and his staff left the plane moments before it crashed. They were on a 'quake-damage inspection tour



Women and children—'quake victims—found food, heat and shelter in ANG base warehouse converted by Air Guardsmen.

ANG C-123s served as emergency communications centers and to airlift personnel and supplies to 'quake-racked areas.



PEOPLE IN THE NEWS

Regulars . . . Reserves . . . Civilians . . .



LeMay



Lang



Oldham



Doherty

General Curtis E. LeMay, Air Force Chief of Staff since 1961, will at the request of President Johnson, continue in his present post until February 1, 1965. General LeMay's Pentagon tour was to have ended June 30. He was originally appointed for a two-year term by the late President John F. Kennedy and received a one-year extension last year . . . **Mr. John A. Lang Jr.**, deputy for Reserve and ROTC affairs since 1961, was named administrative assistant to Secretary of the Air Force Eugene M. Zuckert in February. A brigadier general in the Air Force Reserve, Mr. Lang recently was awarded the Reserve Officers Association's Distinguished Service Citation for his many contributions to the Reserve program.

Major William H. Nunn, communications-electronics staff officer, 8438th Air Force Reserve Recovery Group, Dobbins AFB, Georgia, designed and built a unique sideband transmitter from castoff radio and television parts, which is now being used by his unit to tie in with the tactical training radio net. It's the second transmitter the major has built for his unit. The first, however, was assembled the easy way—with new equipment.

TSgt. Norman G. Oldham, 82nd Air Terminal Squadron, Travis AFB, California, is a man of his word. When he entered the Air Force Reserve in February 1958, he vowed that by the time he had completed his six-year military obligation he would be a technical sergeant. Last month he received his technical sergeant's stripes. He celebrated by reenlisting. During his first six years, the sergeant found time to graduate from Idaho State College with a degree in accounting. He is an Internal Revenue agent in civilian life and attends night school, studying for his law degree.

SSgt. James B. Doherty, information specialist with the 9624th Air Force Reserve Recovery Squadron, Long Beach, California, recently was presented the Air Force Commendation Medal for "... duty high above what is normally expected," while on active duty as sergeant in Korea during 1951-52. Doherty is better known as a Hollywood motion picture and TV producer. A company has purchased a script, based on his experiences in Korea, which they plan to make into a movie.

MSgt. Albert Neumann and **TSgt. Robert Kelley**, 179th Materiel Squadron, Mansfield, Ohio Air National Guard, are credited with a \$25,000 savings idea for the government and taxpayers. Last year, while visiting an Army Ordnance Depot, they saw a \$1,600 surplus guided missile fuel servicer. They obtained one, added a \$20.00 sling and hook, converting it to a portable hoist for installing and removing jet tail pipes, canopies and seats. Two men using the hoist can now do a job which formerly required four or five men. Converted hoists are now being used by a number of ANG units.

MSgt. Dimitri Stilu, 8301st Air Force Reserve Recovery Group, Worcester, Massachusetts, sharpshooter, is the first Reservist to be awarded the Air Force's Distinguished Pistol Shot Badge. He earned the award by placing in the top 10 percent in last summer's regional matches and the national at Camp Perry, Ohio. He fired a standard .45 automatic.

TSgt. Edward W. Wade, 8569th Air Force Reserve Recovery Group, Des Moines, Iowa, an inventive aircraft technician, has developed an aircraft starter and ground power equipment training aid which is mounted on a flat bed truck for mobility. His idea has been forwarded to Continental Air Command headquarters for possible command adoption.

*Teamwork and
dedication are the key
a "professional" Air Force*

AIR RESERVE RECORDS CENTER

MANPOWER BANK OF THE AIR FORCE

The Air Reserve Records Center (ARRC) which plays a vital part in the "Ready Now" concept of the Air Force Reserve, observed its 10th anniversary this year.

Twice in recent years the Records Center proved ready to respond to a national emergency. First the Berlin situation: this required the recall of specially qualified individual Reservists within a very short time. ARRC met the challenge by putting into effect pre-planned procedures to mobilize the exact number and type Reservists needed to meet the emergency. The next crisis involved Cuba and although the Reservists were recalled by units the Records Center again was ready to react immediately.

Located in Denver, Colorado, the Center operates as a headquarters under the Continental Air Command. Colonel Carroll S. Geddes, USAF, is its commander.

Since ARRC first opened its doors for business on March 1, 1954, it has grown in size and importance. It has evolved from a centralized storage and maintenance facility to a complex, highly-automated personnel center responsible for administering the service careers of all Air Force Reservists not on extended active duty.

During normal times the Center's staff works constantly to keep records of Air Force Reservists up-to-date. The Air Force must know that the Reservist they call to active duty is the right man—trained, qualified, and available when needed. He must be "Ready Now," and Air Reserve Records Center must know that he is.

During an average day, ARRC personnel file over 8,000 individual documents, receive and dispatch almost 23,000 communications, handle about 9,000 incoming orders, and publish and mail about 3,000 sets of official orders. It is estimated that Center personnel handle six million pieces of correspondence a year.

Address changes account for about 100,000 record changes a year.

Some Air Force Reservists are not aware of the importance of maintaining their correct address with the ARRC. This is a responsibility of each individual Reservist. Not only does a correct address insure prompt and timely receipt by the Reservist of important documents, it also is a prime requisite in the event of emergencies or actual mobilization. Being unable to locate a Reservist also could conceivably result in non-credit of points for retirement or even discharge from the Air Force Reserve. The Center finds that the most frequent offenders are Reservists who move and fail to notify them of their address change. All that is required is a note or postal card containing the Reservist's name, service number and new address.

Imagine processing 8,000 to 10,000 address changes each month and researching the whereabouts of 8,000 "lost" Reservists. Researching this volume of bad addresses takes time, money and manpower. Expensive time is also consumed in computer operations in identifying bad addresses and effecting changes to magnetic tape. This can be precluded if Reservists promptly notify ARRC, 3800 York Street, Denver, Colorado 80205, of any change in address.

Another example of the mammoth job being accomplished by the Center is the approximate 300,000 mailing labels it furnishes "The Air Reservist" magazine each month.

How they do all this is a tribute to modern technology and to each of the Center's more than 1,000 civilian and military employees.



Modern electronic computer system utilized by ARRC . . . console (center), tape reader (r), monitor printer (l), and tape stations in background

from master record—to magnetic tape—to orders

ARRC technicians handle all types of actions affecting a Reservist's career: assignments, promotions, discharges, separations and retirements. In addition, the preparation and mailing of paychecks for Reservists is a recently acquired and exacting responsibility. Each year the Center mails 250,000 checks for inactive duty pay and for active duty tours.

To handle its growing workload and to assure speed and accuracy for mobilization, the Center must depend on modern electronics. In October 1959 the U. S. Air Force approved the installation of a complete electronic data processing system.

The system includes a computer with a three module (49,152 characters) core memory, ten magnetic tape stations, two electro-mechanical printers and a tape switching unit. Special electric typewriters which read and accept punched paper tapes, automatically type official orders or documents at the rate of 10 words per minute.

The Records Center also provides valuable assistance to the Air National Guard by processing retirements of both Air Guard officers and airmen and conditional releases of Air Force Reservists transferring to the Air National Guard.

For example, when an Air Guardsman applies for retirement, his personnel record is forwarded to the Records Center which determines his eligibility. If eligible, his state is noted and effects his discharge. The Records Center then takes action to place him on the USAF Reserve re-employment list.

Conditional releases of all officers and airmen transferring from the Air Force Reserve to the Air National Guard also are handled by the Records Center. During the Berlin crisis, the Center extended its fullest cooperation to the Air National Guard in expediting the necessary releases.

Representatives of the National Guard Bureau, Headquarters Continental Air Command and the Records Center, working as a team the past year, have devised a system to provide compatibility of personnel data between both Reserve components and the Regular establishment system.

Effective July 1, the Records Center will become the servicing agency for the Air National Guard in electronic data processing of all officer personnel information. By early 1966 it also will provide the same service for Air Guard enlisted personnel. This step forward will expedite the processing of data, providing the Air National Guard with current statistics on which to base budgeting and other Department of Defense requirements.

Essential information from all the master personnel records on file is recorded on 17 reels of magnetic tape. This enables rosters and strength reports required by higher headquarters for defense planning to be prepared quickly and accurately. The computer can "look at" all the master records and use pre-planned programs to select all qualified individuals meeting specific criteria within a few hours. This is particularly important during time of national crisis when Reservists must be mobilized rapidly.

Throughout its 10-year history, ARRC has stressed economy as well as speed and accuracy. Each year it has added new responsibilities, until today it is doing twice as much work with fewer people than previously.

As it moves into its second decade, well aware of its place in the total Air Force program, the Air Reserve Records Center stands ready to face any new crisis. Then again—as in the past—it will move swiftly into high gear, setting in motion the procedures to augment the active duty Air Force by calling up citizen-airmen throughout the country.



Seventeen reels of magnetic tape now replace about six miles of old open-shelf files.

Help Wanted

LEGEND: For officer grade identification: 0-6 stands for Col.; 0-5 stands for Lt. Col.; 0-4, Maj.; 0-3, Capt.; 0-2, 1st Lt. Where openings exist in the same Air Force Specialty Code (AFSC) for more than one grade, the lowest and highest grades are indicated. Example: 0-2/5 means there are openings for grades first lieutenant through lieutenant colonel. Enlisted: The AFSC identifies the job title. The letter "X" in AFSC (646XO) indicates openings in more than one grade. E-2 indicates Airman Third Class; E-3, A2C; E-4, A1C; E-5, SSgt; E-6, TSgt; E-7, MSgt; E-8, SMSgt; and E-9, CMSgt. Example: 622X0, E-3/7 indicates openings for airmen second class to master sergeant in the Food Services Career Field.

The following vacancies and AFSC descriptions exist at CONAC Air Rescue, Air Postal, Mobile Communications, Troop Carrier, and Air Terminal units. Positions offer up to 48 paid drills, a 15-day annual tour of active duty, retirement points, and possible promotion. Applicants should write unit of choice, giving full name, address, grade and AFSC.

ALABAMA

Bates Fld., Det 5, 13 Mbl. Comm. Sq. Enlisted: 272X0, E-2/7 (6); 363X0, E-2/4 (1).

Bates Fld., 908 TCGp. Officer: 1055Z, O-2/3 (6); 1435Z, O-3 (5); 1535, O-2/3 (3). Enlisted: 431X1A, E-3/6 (15); 571X0, E-3/5 (9); 622X0, E-3/5 (7).

ARIZONA

Davis Monthan AFB, Det 8, 12 Mbl. Comm. Sq. Officer: 1634, O-2/3 (1). Enlisted: 272X0, E-3/7 (8); 30351, E-5 (1); 30451, E-5 (1); 363X0, E-3 (1); 42133, E-3 (1).

Luke AFB, 302 Air Rescue Sq. Enlisted: A293X2, E-2/5 (1); 301X0, E-2/5 (1); B921X0A, E-2/5 (1).

Det 4, 12 Mbl. Comm. Sq. Officer: 1634, O-2/3 (1). Enlisted: 272X0, E-5/7 (4); 30474, E-7 (1).

Det 7, 12 Mbl. Comm. Sq. Officer: 1634, O-2/3 (1). Enlisted: 272X0, E-5/7 (7); 30371, E-6 (1); 30474, E-7 (1).

CALIFORNIA

Hamilton AFB, 938 TCGp. Enlisted: 291X0, E-5/6 (5); 471X1, E-3/5 (5); 571X0, E-3/6 (13); 582X0, E-3/7 (6); 605X1, E-3/5 (5); 622X0, E-3/7 (6).

March AFB, Det. 6, 12 Mbl. Comm. Sq. Enlisted: 272X0, E-3/7 (6); 293X0, E-3/6 (3); 303X1, E-3/6 (3); 304X4, E-3/5 (3); 363X0, E-3/5 (3); 421X3, E-2/5 (2).

Det 9, 12 Mbl. Comm. Sq. Enlisted: 272X0, E-3/7 (10); 303X1, E-4/6 (2); 304X4, E-3/6 (3); 42153, E-4/5 (2).

Mather AFB, 12 Mbl. Comm. Sq. Officer: 1634, O-2/3 (2); 6424, O-2/3 (1). Enlisted: 272X0, E-5/7 (5); 291X0, E-5/7 (9); 293X0, E-5/7 (4); 303X1, E-5/7 (1); 304X0, E-5/7 (1); 304X1, E-5/7 (1); 304X4, E-5/7 (1); 421X3, E-5/7 (2); 363X0, E-5/7 (1); 545X0, E-5/7 (1).

McClellan AFB, 940 TCGp. Officer: 1055Z, O-2/3 (13). Enlisted: 43131A, E-3 (12); 565X0, E-2/6 (6); 571X0, E-3/6 (17); 647X0, E-3/6 (8); 702X0, E-3/5 (9).

87 ATermSq. Enlisted: 60570, E-7 (1); 60551, E-5 (5).

San Francisco, 2 Air Postal Gp. Officer: 7016, O-3/4 (4); 7024, O-2/3 (5). Enlisted: 702X0, E-3/7 (22); 702X1, E-2/5 (63); 732X0B, E-3/6 (3).

Travis AFB, Det 2, 12 Mbl. Comm. Sq. Officer: 1634, O-2/3 (1). Enlisted: 272X0, E-3/7 (8); 303X1, E-3/6 (3); 304X1, E-3/5 (2); 42153, E-4 (1).

82 ATermSq. Enlisted: 605X0, E-4/7 (11); 60551, E-4/5 (10).

CONNECTICUT

Bradley Fld., 905 TCGp. Officer: 1055Z, O-2/3 (11). Enlisted: 27430, E-5 (3); A29352, E-5 (5); 571X0, E-3/6 (22); 622X0, E-3/4 (11); A607X0, E-4/7 (7).

FLORIDA

Homestead AFB, 301 Air Rescue Sq. Enlisted: B921X0A, E-2/5 (3).

Homestead AFB, 435 TCWg. Officer: 1055Z, O-2/3 (8). Enlisted: 431X1A, E-3/6 (20); 36150, E-4 (2); 565X0, E-3/6 (6); 571X0, E-3/6 (12); 643X0A, E-3/6 (7).

90 ATermSq. Enlisted: 60550, E-4/5 (4); 60551, E-4 (2).

GEORGIA

Dobbins AFB, 1st Air Postal Gp. Officer: 7024, O-2/3 (3). Enlisted: 702X0, E-3/4 (6); 70251, E-4 (1); 732X0B, E-4/7 (3).

Hunter AFB, Det 3, 13 Mbl. Comm. Sq. Officer: 3034, O-2/3 (1). Enlisted: 272X0, E-4/7 (5).

Robins AFB, Det 7, 13 Mbl. Comm. Sq. Enlisted: 292X0, E-3/7 (10); 293X0, E-3 (1); 303X1, E-4/6 (4); 304X1, E-3 (1); 363X0, E-5 (1); 421X3, E-4/5 (2).

ILLINOIS

Scott AFB, 11 Mbl. Comm. Sq. Enlisted: 272X0, E-5/7 (7); 291X0, E-4/6 (9); 293X0, E-3/6 (6); 303X1, E-4/6 (2); 30471, E-6 (1); 36350, E-5 (1); 47151, E-4 (1).

Scott AFB, 932 TCGp. Officer: 1055Z, O-2/3 (16); 1435A/Z, O-2/3 (5); 1535, O-2/3 (8); 9025, O-3 (1); 9356, O-4 (2); 9826, O-3 (1). Enlisted: 431X1A, E-3/6 (24); 47151, E-4/5 (9); 571X0, E-3/5 (20); A607X0, E-4/6 (11); 645X0, E-4/6 (15); 64750, E-4/5 (9).

INDIANA

Bakalar AFB, 434 TCWg. Officer: 1055Z, O-2/3 (50); 1535, O-2/3 (18); 9356, O-4 (2). Enlisted: 291X0, E-4/6 (17); 571X0, E-3/8 (21); 702X0, E-3/6 (17).

LOUISIANA

Barksdale AFB, 917 TCGp. Officer: 1055C, O-2/3 (4); 1435, O-3 (3); 9356, O-4 (2). Enlisted: A43570, E-6/7 (7); A60750, E-4 (2); 643X0A, E-4/6 (5).

New Orleans, 926 TCGp. Officer: 1055Z, O-2/3 (5); 1435A, O-3 (4). Enlisted: 461X0, E-5/6 (3); 582X0, E-4/7 (3); 603X0, E-3/5 (4); 605X0, E-3/5 (8).

MARYLAND

Andrews AFB, 459 TCWg. Officer: 1055Z, O-2/3 (10). Enlisted: 241X0A, E-5/6 (2); 27430, E-5 (3); 431X1A, E-3/6 (8); 461X1, E-5/6 (2); 704X0, E-5/7 (3).

MASSACHUSETTS

L. G. Hanscom Fld., 94 TCWg. Officer: 1055Z, O-2/3 (12). Enlisted: 421X2, E-4/6 (2); 42450, E-4/5 (2); 431X1, E-3/8 (6); 571X0, E-3/6 (7); 582X0, E-5/6 (2).

85 ATermSq. Enlisted: 60550, E-4/5 (6); 60551, E-4/5 (6).

MICHIGAN

Selfridge AFB, 403 TCWg. Officer: 1055Z, O-2/3 (27); 1535, O-2/3 (15). Enlisted: 431X1A, E-3/6 (12); 571X0, E-3/6 (11); A607X0, E-4/8 (9); 622X0, E-2/4 (8).

Selfridge AFB, 305 Air Rescue Sq. Officer: 1035A, O-2/4 (1); 1535, O-2/3 (1). Enlisted: 301X0, E-3/4 (2); 431X1A, E-2/7 (5); B921X0A, E-4/7 (4).

Det 1, 11 Mbl. Comm. Sq. Officer: 3034, O-2/3 (1). Enlisted: 272X0, E-3/6 (5); 304X0, E-5 (1).

MINNESOTA

Mpls.-St. Paul IAP, 934 TCGp. Enlisted: 241X0A, E-5/6 (2); 27430, E-5 (3); 431X1A, E-3/6 (10); 565X0, E-3/6 (9); 571X0, E-3/6 (11); 70450, E-5 (2).

MISSOURI

Richards-Gebaur AFB, 442 TCWg. Officer: 1435Z, O-3 (3); 1535, O-2/4 (4). Enlisted: A43570, E-6/7 (18); 471X1, E-3/5 (18); 571X0, E-3/6 (41); 643X0A, E-3/6 (7).

Richards-Gebaur AFB, Det 2, 11 Mbl. Comm. Sq. Officer: 1634, O-2/3 (1). Enlisted: 272X0, E-3/7 (9); 303X1, E-4/6 (3).

NEBRASKA

Offutt AFB, Det 3, 11 Mbl. Comm. Sq. Enlisted: 272X0, E-3/7 (6); 303X1, E-3/6 (2); 304X1, E-3 (1); 421X3, E-2/3 (3).

NEW HAMPSHIRE

Grenier Fld., 902 TCGp. Officer: 1055Z, O-2/3 (31); 1535, O-2/3 (3). Enlisted: 431X1A, E-3/6 (36); 571X0, E-3/8 (14); 645X0, E-3/5 (6); 702X0, E-3/4 (15).

NEW JERSEY

McGuire AFB, 514 TCWg. Officer: 1055Z, O-2/3 (9); 1435Z, O-2/3 (3). Enlisted: 60550, E-4; 60551, E-4/5; A60750, E-4.

NEW YORK

Niagara Falls MAP, 914 TCGp. Officer: 1055Z, O-2/3 (13). Enlisted: 291X0, E-3/5 (5); 431X1A, E-3/6 (19); 471X1, E-3/5 (5); 565X0, E-3/6 (7); 571X0, E-3/6 (14).

Stewart AFB, 904 TCGp. Officer: 0036, O-5 (1); 1055Z, O-2/3 (10); 6724, O-2/3 (1); 6736, O-4 (1). Enlisted: 431X1A, E-3/7 (11); 571X0, E-3/6 (9).

Suffolk Co. AFB, Det 4, 11 Mbl. Comm. Sq. Enlisted: 272X0, E-5/7 (8); 293X0, E-4/6 (3); 303X1, E-4/6 (3); 304X1, E-3/5 (2); 36350, E-4/5 (2); 42173, E-6 (1); 64650, E-5(1).

OHIO

Clinton County AFB, 302 TCWg. Officer: 1055Z, O-2/3 (44). Enlisted: B272X0, E-3/7 (18); 27430, E-5 (6); 29150, E-4/5 (8); 431X1A, E-3/6 (27); 571X0, E-3/6 (17).

Wright-Patterson AFB, Det 6, 11 Mbl. Comm. Sq. Enlisted: 272X0, E-2/7 (4); 303X1, E-2/6 (2); 304X4, E-2/5 (3).

Youngstown MAP, 910 TCGp. Officer: 1055Z, O-2/3 (8); 1535, O-2/3 (3); 9356, O-4 (2). Enlisted: A29352, E-5 (11); 431X1A, E-5/6 (15); A607X0, E-4/5 (9).

OKLAHOMA

Davis Fld., 929 TCGp. Officer: 1055Z, O-2/3 (14); 1535, O-2/3 (12). Enlisted: 29150, E-4/5 (5); 431X1A, E-5/7 (25); 571X0, E-3/4 (11).

Tinker AFB, 937 TCGp. Officer: 1055C, O-2/3 (7); 1435A/Z, O-2/3 (5). Enlisted: 291X0, E-3/6 (8); 43151A, E-3/4 (5); A43570, E-6/7 (7); 571X0, E-3/7 (10); 622X0, E-3/4 (5); 646X0, E-3/4 (4).

Tinker AFB, 13 Mbl. Comm. Sq. Officer: 1634B, O-2/3 (1). Enlisted:

272X0, E-2/7 (13); 291X0, E-2/7 (8); 293X0, E-2/3 (2); 301X1, E-2/7 (1); 303X1, E-2/6 (2); 304X1, E-2/6 (2); 304X4, E-2/7 (2); 363X0, E-2/6 (3); 421X3, E-2/6 (5); 471X1, E-2/5 (2).

OREGON

Portland IAP, 304 Air Rescue Sq. Officer: 1035A, O-2/3 (1). Enlisted: 42330, E-2/3 (1); 43131A, E-2/3 (6); 434X0, E-2/7 (1); 53430, E-2/3 (1); 922X0A, E-2/5 (1).

Portland IAP, 939 TCGp. Officer: 1055Z, O-2/3 (20); 1435, O-2/3 (6). Enlisted: 271X0, E-3/5 (7); 431X1A, E-3/6 (24); 571X0, E-3/6 (7); 771X0, E-3/6 (7).

PENNSYLVANIA

Greater Pittsburgh AP, 911 TCGp. Officer: 1055Z, O-2/3 (15). Enlisted: 431X1A, E-3/6 (14); 471X1, E-3/5 (7); 565X0, E-3/6 (7); 571X0, E-3/6 (6); 645X0, E-4/6 (7).

NAS Willow Grove, 512 TCWg. Officer: 1055Z, O-2/3 (39). Enlisted: 274X0, E-4/6 (3); 421X1A, E-3/6 (25); 571X0, E-3/9 (20).

Wyoming, 92 ATermSq. Enlisted: 60551, E-4/5 (7).

SOUTH CAROLINA

Charleston AFB, 81 ATermSq. Enlisted: 605X0, E-4/7 (5); 60551, E-4/5 (4); 70250, E-4 (1); 73270B, E-4 (1).

TENNESSEE

Memphis MAP, 919 TCGp. Officer: 1055A, O-2/3 (24); 1535, O-2/3 (2). Enlisted: 271X0, E-4/6 (3); 565X0, E-3/5 (6); 571X0, E-3/5 (14); 685X0, E-3/5 (4).

920 TCGp. Officer: 1055A, O-2/3 (31); 1435, O-2/3 (3). Enlisted: 204X0, E-5/6 (2); 431X1A, E-3/6 (8); 603X0A, E-3/5 (4); 622X0, E-3/4 (6).

TEXAS

Bergstrom AFB, Det 1, 13 Mbl. Comm. Sq. Enlisted: 272X0, E-6 (1); 303X1, E-4/5 (1); 421X3, E-2/5 (3).

Carswell AFB, 916 TCGp. Officer: 9356, O-4 (2). Enlisted: 27430, E-5 (3); 64370A, E-6 (2); 90370, E-6 (1); 90470, E-6 (1); 90570, E-6 (1); 90670, E-6 (1); 90770, E-7 (1).

923 TCGp. Enlisted: 291X0, E-4/6 (6); A29352, E-5 (11); 36150, E-4/6 (2); 363X0, E-4/5 (2); 431X1A, E-3/6 (18); 571X0, E-3/6 (16).

James Connally AFB, Det 2, 2 Mbl. Comm. Sq. Officer: 3034, O-2/3 (1). Enlisted: 272X0, E-3/7 (8); 303X1, E-3/6 (4); 363X0, E-3/5 (3).

Kelly AFB, Det 4, 13 Mbl. Comm. Sq. Officer: 1634B, O-2/3 (1). Enlisted: 272X0, E-3/7 (8); 30434, E-3 (1).

UTAH

Hill AFB, Det 1, 12 Mbl. Comm. Sq. Officer: 3034, O-2/3 (1). Enlisted: 27230A, E-3 (2); 29330, E-3 (1); 303X1, E-4/6 (2); 30431, E-3 (1); 304X4, E-2/6 (4); 36350, E-4/6 (2); 421X3, E-3/5 (4).

Hill AFB, 945 TCGp. Officer: 1055Z, O-2/5 (11). Enlisted: 271X0, E-3/5 (6); 431X1A, E-3/6 (20); 432X1, E-3/7 (6); 571X0, E-3/6 (18); 702X0, E-3/5 (15).

WASHINGTON

McChord AFB, 86 ATermSq. Enlisted: 60550, E-4, (8); 60551, E-7 (7).

Paine Fld., 941 TCGp. Officer: 1055Z, O-2/3 (13). Enlisted: 271X0, E-3/6; 431X1A, E-3/6; 605X1, E-3/5; 607X0, E-4/9.

Spokane, Det 3, 12 Mbl. Comm. Sq. Officer: 3034, O-2/3 (1). Enlisted: 272X0, E-3/7 (12); 303X1, E-2/6 (5); 304X4, E-3/7 (2).

WISCONSIN

Gen. Mitchell Fld., 440 TCWg. Officer: 1055Z, O-2/3 (15); 1535, O-2/3 (3). Enlisted: 291X0, E-4/6 (4); 431X1A, E-3/6 (9); 571X0, E-3/6 (6); 685X0, E-3/7 (6).

National Guard units are eligible to use the "Help Wanted" section of The AIR RESERVIST magazine. Send unit vacancy lists to: National Guard Bureau, Office of Public Affairs, Pentagon, Wash. 25, C. Below are reported vacancies within the Air Guard.

ARKANSAS

Little Rock, 154 Weather Flt., Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

CALIFORNIA

Ontario, 196 Weather Flt., Officer: 2524, O-4 (1). Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

San Nuys, 195 Weather Flt., Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 70250, E-5 (1).

HAWAII

Hickam AFB, 199 Weather Flt., Enlisted: 252X1, E-5/6 (1); 30270, E-7 (1).

ILLINOIS

McHare IAP, 126th Air Refueling (TAC). Officer: 1535, O-1/3 (5). Springfield, 183 TFGp., Officer: 2524, O-2/4 (8); 1416, O-4 (2); 15, O-3 (4); 6316, O-4 (1); 3034, E-5 (1).

INDIANA

Fort Wayne, 163 Weather Flt., Officer: 2524, O-4 (1). Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1). Indianapolis, 181 Tac. Fighter Sq., Officer: 1115A, O-3 (1), O-2 (1), 1334, O-3 (1); 1435A, O-3 (1), O-2 (1); 1925, O-4 (1); 1935, O-2 (1); 1955, O-3 (1); 2524, O-4 (1); 3275A, O-3 (1); 4316, O-2 (1); 5544, O-3 (1); 6044, O-3 (1); 6424, O-3 (1); 6476A, O-2 (1); 65, O-3 (1); 7324, O-2 (1); 8054, O-3 (1); 8924, O-3 (1); 9025, O-3 (1); 9356, O-4 (1); 9754, O-3 (2); 95, O-3 (1). Enlisted: 20650, E-5 (1); 22351, E-4/5 (1); 24170A, E-6 (1); 24270, E-6 (1); 25150A, E-5 (1); 51, E-5 (2); 25231, E-3 (1); 25370, E-7 (1); 27430, E-5 (3); 29131, E-4 (1); 29150, E-5 (2); 29151, E-5 (1); 50, E-4 (1); 30270, E-7 (1); 303B, E-3 (2); 322X0B, E-6 (2), E-4 (1); 34270G, E-6 (1); 40250, E-4 (1); 42153, E-4 (2); 42133, E-3 (1); 42, E-4/5 (1); 431X1C, E-6 (1); (2), E-4 (3); 46150, E-5 (1); (1); 46270, E-6 (3); 46250, E-5 (1); 46230, E-3 (6); 47150, E-4 (1); 53150, E-5 (1), E-4 (2); 50, E-5 (1); 53350, E-4 (1); 53430, E-4 (1); 54250Z, E-5 (1); 54250, E-5 (1); 544X0, E-4/6 (1); 55150, E-4 (1); 55251, E-4 (1); 55231, E-3 (1); 70, E-7 (1); 55250, E-4 (2); 56350, E-4 (1); 56330, E-3 (1); 565X0, E-5 (1); 56530, E-3 (1); 57150, E-5 (1); 57130, E-3 (8); 58250, E-5 (1); 60270, E-6 (1); 6150, E-4 (1); 60331, E-4 (1); 62150, E-4 (1); 622X0, E-3/4 (1); 62470, E-6 (1); 64750, E-4 (3); 645X0, E-3 (4); 645X0, E-6 (1), E-4 (1); 64530, E-3 (1); 64630, E-3 (2); 60, E-5 (1), E-4 (1); 64670, E-6 (1); 64750, E-5 (2); 64730, E-3 (2); 62, E-5 (1); 68550, E-4 (1); 70270, E-5 (1); 70250, E-4 (8); 70230, E-3 (1); 70450, E-5 (1); 75170, E-6 (2); 70, E-5 (1); 75330, E-5 (1); 77130, E-3 (2), E-4 (1), E-7 (1); 803B, E-5 (1); 98150, E-4 (1). Enlisted: 2524, O-4 (2). Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 70250, E-5 (1).

KANSAS

McConnell AFB, 127 Weather Flt., Officer: 2524, O-4 (1). Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 70250, E-5 (1).

KENTUCKY

Boulevard, 165 Weather Flt., Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

LOUISIANA

New Orleans, 122 Weather Flt., Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1); 70250, E-5 (1).

MAINE

Dow AFB 101 Air Defense Wg., (AD). Enlisted: 204X0, E-6 (1); 322X1, E-7 (1); 432X0, E-7 (1); 431X1C, E-7 (1); 671X0, E-3 (2), E-4 (1), E-5 (2), E-6 (1); 683X0, E-5 (1); 646X0, E-6 (1); 701X0, E-4/5 (1); 702X0, E-3 (3); E-4 (7), E-5 (2); 704X0, E-5 (2); 705X0, E-5 (1); 711X0, E-3 (2), E-5 (1); 732X0, E-5 (1).

101 Fighter Group (AD). Enlisted: 242X0, E-6 (1); 301X1, E-5 (1); 431X1C, E-4/5 (1); 434X0, E-7 (1); 646X0, E-6 (1); 635X0A, E-5 (1); 651X0, E-4/5 (1); 671X1, E-5 (1); 732X0, E-5 (1); 732X0, E-6 (1). 101 Consolidated Aircraft Maintenance Sq. Enlisted: 301X0, E-3 (1); 322X1E, E-3 (7), E-4 (7), E-5 (4); 321X0A, E-3 (3); E-4 (1); 402X0, E-3/4 (1), E-6 (1); 421X3, E-3/4 (1); 422X0, E-3 (1); 423X0, E-3/4 (1); 431X1C, E-3 (16), E-4 (13), E-5 (2); 432X0, E-3/4 (3); 434X0, E-6 (1); 461X0, E-3 (3); 462X0, E-3 (4), E-4/5 (1), E-6 (3); 552X1, E-3 (1); 646X0, E-3 (5); 702X0, E-4 (2).

101 Materiel Sq. Enlisted: 461X0, E-2 (2), E-6 (1); 471X1, E-3 (1); 543X0, E-3 (1); 546X0, E-3 (2); 551X1, E-4 (2), E-5 (1); 552X0, E-4 (1); 564X0, E-4 (1); 565X0, E-3 (1); 571X0, E-3 (12), E-4 (6), E-5 (1), E-6 (1); 602X1, E-3/5 (1); 602X0, E-5 (1); 603X0, E-3 (1), E-4 (2); 642X0, E-3 (1); 643X0A, E-3 (7), E-4/5 (1); 645X0, E-3 (3), E-4 (1); 671X1, E-3/4 (1), E-5 (2); 702X0, E-3 (1), E-5 (1).

101 Air Base Sq. Enlisted: 271X0, E-3 (3), E-4/6 (1); 291X0, E-3 (9), E-4 (2), E-5/6 (1); 363X0, E-4 (1); 622X0, E-4 (6); 702X0, E-3 (2); 771X0, E-3 (3), E-4 (5).

101 USAF Dispensary. Enlisted: 98150, E-4 (1).

132 Fighter Interceptor Sq. Enlisted: 271X0, E-4 (1); 702X0, E-4 (1).

MARYLAND

Andrews AFB, 121 Weather Flt., Officer: 2524, O-3 (1). Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

Baltimore, 104 Weather Flt., Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

MASSACHUSETTS

Boston, 101 Weather Flt., Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

Westfield, 131 Weather Flt., Officer: 2524, O-4 (2). Enlisted: 25370, E-7 (1); 25271, E-6 (1); 30270, E-7 (1).

MICHIGAN

Detroit, 107 Weather Flt., Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

MISSOURI

St. Louis, 110 Weather Flt., Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

NEW HAMPSHIRE

Grenier Flt., 133 AeroMed Evac. Flt. Officer: 9754, O-3 (8). Enlisted: A90250B, E-5 (6), E-4 (8).

157 USAF Dispensary. Officer: 9754, O-3 (4); 9025, O-4 (1); 9419, O-4 (1). Enlisted: 902X0, E-3/7.

NEW JERSEY

Newark, 150 Air Transport Sq. Officer: 1535, O-2/3 (5). Enlisted: A43570, E-6/7 (10); A607X0, E-5/6 (6).

Newark, 119 Weather Flt., Enlisted: 25370, E-7 (1); 25251, E-5 (1); 30270, E-7 (1); 70250, E-5 (1).

NEW YORK

The following Air National Guard vacancies exist at the 552nd Air Force Band, Roslyn ANG Station, New York. Positions offer 48 paid Unit Training Assemblies, 15-day field training annually, retirement points and promotions. Grade openings available are for AFSC 761X0, A-M, E-3/6.

USNAS, Brooklyn, 106 Air Trans. Wg. Enlisted: 702X0, E-3/6; 73250, E-4; 24170A, E-7; 68370, E-7; 291X0, E-3/7; 70570, E-7; 27470, E-7; 24170A, E-6; A43570, E-6/7; 90670, E-6; 75170, E-6; 74170, E-6; 73271, E-6; 68170, E-7; 54670W, E-6; 60270, E-6; 01090, E-7; 90651, E-5.

Schenectady County AP, 109 Air Trans. Gp. Officer: 1045B, O-3. Enlisted: A43570, E-6/7; 30151B, E-5; 30150, E-5; 42152, E-5; 32570Z, E-6; 42450, E-5; 54670W, E-6; 24270, E-6; 75330, E-5; 36271, E-6.

Westchester County AP, 105 Air Trans. Gp. Enlisted: A43570, E-6; 30150, E-4; 43151A, E-5; 43251, E-5; 77150, E-4; 60750, E-5; 57150, E-4.

NORTH CAROLINA

Charlotte, 156 Weather Flt., Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

OHIO

Cincinnati, 123 AC&W Sq. Enlisted: 27330A, E-3 (3); 273X0A, E-4 (6), E-5 (5); 42152, E-5; 29130, E-3 (6); 291X0, E-6 (10), E-5 (2), E-4 (6); 30750, E-4 (2), E-5 (1); 30430, E-3 (5); 30434, E-3 (2); 30450, E-4 (3); 30454, E-4 (1), E-5 (2); 30474, E-6 (1); 36130, E-3 (1); 36330, E-3 (2); 47131, E-3 (1); 47153, E-4 (1); 47170, E-6 (1); 55250, E-4 (1); 542X0Z, E-3/4 (1); 543X0, E-3 (1), E-4 (6); 60330A, E-3 (3); 622X0, E-3 (3), E-4 (2); 62350, E-4 (1); 73250B, E-4 (1); 90270, E-7 (1); 90230, E-3 (1).

Clinton County AFB, 160th Air Refueling Gp. (TAC). Officer: 1065B, O-2/3 (12); 1535, O-2/3 (6).

Mansfield, 164 Weather Flt., Officer: 2524, O-4 (1). Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

OKLAHOMA

Tulsa, 125 Weather Flt., Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

OREGON

Portland, 123 Weather Flt., Enlisted: 25271, E-6 (1); 30270, E-7 (1).

PENNSYLVANIA

Coraopolis, 146 Weather Flt., Officer: 2524, O-4 (1). Enlisted: 25370, E-7 (1); 25271, E-6 (1); 30270, E-7 (1).

Olmdsted AFB, 140 Air Trans. Sq. Officer: 1045D, O-2/3 (7); 1535, O-2/3 (4). Enlisted: 56550, E-2/5 (3); 57150, E-2/4 (10); 64350A, E-2/5 (5); 77130, E-2/3 (8); A90250B, E-2/5 (21); 43131A, E-2/3 (17); 43570, E-4/6 (5); 42152, E-2/3 (4); 43251, E-2/5 (18); 42450, E-2/5 (3); 30454, E-2/5 (2).

USNAS Willow Grove, 140 Weather Flt., Officer: 2524, O-4 (1). Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

TENNESSEE

Memphis, 155 Weather Flt., Enlisted: 25370, E-7 (1); 25271, E-6 (1); 30270, E-7 (1).

Nashville, 105 Weather Flt., Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

TEXAS

Dallas, 181 Weather Flt., Officer: 2524, O-4 (1). Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

Ellington AFB, 111 Weather Flt., Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

Kelly AFB, 182 Weather Flt., Officer: 2524, O-4 (2). Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1); 70250, E-5 (1).

WASHINGTON

Spokane IAP, 142 Air Defense Wg. Officer: 1564, O-1/2 (5). Enlisted: 331X0A, E-3 (3); 431X1C, E-3 (9); 432X0, E-3 (5); 461X0, E-4/6 (6); 462X0, E-5 (3); 671X3, E-5 (2).

116 Weather Flt., Officer: 2524, O-3 (1). Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

WISCONSIN

Milwaukee, 126 Weather Flt., Officer: 2524, O-3 (1). Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1); 70250, E-5 (1).

WEST VIRGINIA

Charleston, 167 Weather Flt., Officer: 2524, O-4 (1). Enlisted: 252X1, E-5/6 (1); 30270, E-7 (1).

PUERTO RICO

San Juan, 198 Weather Flt., Officer: 2524, O-4 (1). Enlisted: 25370, E-7 (1); 252X1, E-5/6 (1); 30270, E-7 (1).

The following officer and enlisted Part I Mobilization Assignment vacancies exist at Office of Special Investigation (OSI) locations throughout the United States. Individuals holding any AFSC may apply for vacancies in the 82 career field. Applicants for other vacancies must be qualified in the AFSC for which they apply. Officers in the 8224 career field are Training Category "B", Pay Group "B". All enlisted positions are Training Category "B", Pay Group "B". Applicants must apply in person at nearest OSI office.

Officer: 8224, O-2. (40); Enlisted: 704X0, E-9 (1), E-8 (1), E-6 (5), E-5 (36), E-4 (1); 70430, E-4 (7); 702X0, E-7 (6), E-6 (20), E-5 (49), E-4 (3); 821X0, E-9 (3), E-8 (4), E-7 (94), E-6 (51), E-5 (37).

Printed below are officer and enlisted Part I M-Day position vacancies within the 1607th Air Transport Wing (MATS), Dover AFB, Delaware.

Officer: 1435Z, O-3 (3); 1535, O-3 (2), O-2 (6); 1584, O-3 (6); 4344, O-3 (5); 5525, O-4 (2); 9016 O-4 (1); 9025, O-4 (4), O-3 (5); O-2 (5); 9316, O-6 (1); O-5 (3); 9326, O-4 (8), O-3 (3); 9336, O-5 (1); 9356, O-6 (1), O-5 (1); 9386, O-5 (1), O-4 (2); 9416, O-6 (1), O-5 (2); O-4 (1); 9426, O-5 (1); 9436, O-4 (1); 9446, O-5 (1); 9486, O-4 (2); 9576, O-4 (1); 9586, O-3 (1); 9626, O-4 (1); 9636, O-4 (1); 9656, O-4 (2); 9716, O-6 (1), O-4 (4); 9725, O-3 (3); O-2 (4); 9735, O-4 (1), O-3 (4), O-2 (3); 9745, O-6 (1), O-3 (2); 9754, O-3 (7); 9816, O-6 (2); 9846, O-5 (1), O-4 (1), O-3 (1); 9856, O-6 (1).

Enlisted: 27170, E-6 (3); 27470, E-7 (1), E-6 (3); 30170, E-6 (1); 30171B, E-6 (1); 34270F, E-6 (2); 42171, E-7 (1), E-6 (1); 42172, E-6 (1); 42173, E-6 (5); 42270, E-6 (1); 42370, E-7 (1), E-6 (1); 43171A, E-7 (9), E-6 (15); 43171C, E-7 (1), E-6 (2); 43171E, E-7 (5), E-6 (19); 43270, E-7 (2), E-6 (6); 43271, E-6 (8); 43470, E-7 (2); A43570, E-7 (48), E-6 (70); 47170, E-7 (4), E-6 (23); 57170, E-6 (2); 60570, E-7 (1), E-6 (5); A60770, E-7 (6); E-6 (21); 62270, E-6 (2); 62370, E-6 (1); 64370B, E-6 (3); 64570, E-7 (1), E-6 (2); 64670, E-6 (5); 64770, E-6 (1); 64771, E-6 (1); 70270, E-7 (5), E-6 (23); 73270B, E-6 (5); 75170, E-6 (2); 77170, E-7 (5), E-6 (8); 90270B, E-7 (7), E-6 (12); 90290, E-8 (3); 90670, E-7 (5), E-6 (4); 90770, E-7 (2); 90870, E-6 (2); 98170, E-7 (2), E-6 (2).



(Top) ANG's 112th Air Defense Wg. and Ftr. Gp., Pittsburgh, celebrate receipt of USAF's Outstanding Unit Award. (Bottom) Brig. Gen. Royal Hatch (r) commends Lt. Col. William Longa, Comdr., 904th TCGp., on unit's combat effectiveness rating.



AIR FORCE RESERVE's 904th Troop Carrier Group, Stewart AFB, New York, recently became the first of such units throughout the country to earn a C-1 rating as a result of an operational readiness inspection. The designation C-1 indicates the 904th has the highest level of combat capability and operational readiness required for units of the Regular Air Force.

The U. S. Air Force's Tactical Air Command (TAC) is the gaining command for 40 of Air Force Reserve's 45 troop carrier groups. Five groups are assigned to Military Air Transport Service.

The C-1 rating was awarded the 904th for an operational readiness inspection conducted by a team of TAC inspectors on April 2-8. Factors considered included flying proficiency, flying safety, aircrew integrity, mobility, planning, aircraft and ground maintenance, supply, personnel on board, individual technical competence, and support capabilities such as feeding, security, and engineering.

The majority of Air Force Reserve's troop carrier groups are designated C-2, a rating which indicates

they can satisfactorily perform their missions but do not meet all the high standards set by USAF.

This month about 200 Air Force Reservists and 12 aircraft of the 904th will provide active support during the joint USAF/Army exercise Silver Fox III to be held in Alaska, May 16-30.

PENNSYLVANIA Air National Guard's 112th Air Defense Wing and 112th Fighter Group, were presented the USAF Outstanding Unit Award in a ceremony at Greater Pittsburgh Airport, Coraopolis, Pennsylvania, on February 29.

The Outstanding Unit Award, conferred by the USAF in recognition of achievement whether in peace or war, was earned by the Pennsylvania Air Guardsmen "for exceptionally meritorious service in support of military operations from March 1962 to October 1963."

The period covered six outstanding accomplishments, capped by top honors at the USAF Worldwide Intercept Weapons Meet, "William Tell," held at Tyndall AFB, Florida, last October. The record included pace-setting

achievements by the Air Guardsmen in operational readiness inspections, tactical evaluations, flying safety and general inspections. The latter four had earned the units the Air Defense Command "A" Award, earlier.

TWO AIR NATIONAL GUARD and two Air Force Reserve units of the Military Air Transport Service have received that command's Outstanding Unit Award Plaque for flying safety. The four have an aggregate of 49,573 accident-free flying hours.

Air National Guard units cited were the 146th Air Transport Wing, Van Nuys, California, 25,000 hours and the 133rd Air Transport Wing, Minneapolis-St. Paul, Minnesota with 13,215 hours.

Air Force Reserve units were the 301st Air Rescue Squadron, Homestead AFB, Florida, 1,358 hours and the 442nd Troop Carrier Wing, Richards-Gebaur AFB, Missouri, 10,000 hours.

The award is given annually to those units which make positive contributions to MATS overall flying safety rate.

In congratulating the units, General Joe W. Kelly, MATS commander, cited the award as "well-deserved recognition" for each individual contribution to an accident-free record and for superior performance by the organizations.

Two additional Reserve troop carrier wings, the 434th of Bakalar AFB, Indiana and the 452nd of March AFB, California, have received the USAF's Flying Safety Award for their exemplary records from January 1 to December 31, 1963.

The 434th flew 11,888 hours last year, accumulating 80,437 accident-free hours. This included among other things, 34 airborne support missions, 25 overwater training flights and 2 aerial recovery missions. Earlier, the Indiana wing had received the Reserve Officers Association's new "Certificate of Outstanding Accomplishment" for having racked up a seven-year accident-free record since November 1956.

The 452nd flew 16,755 hours without an accident during 1963. This perfect safety record was achieved while aircrews were transitioning 6 new pilots, upgrading tactical aircrews and performing airlift and airborne support missions. The unit also flew 400 hours in support of last year's Exercise Coulee Crest, man in severe weather conditions.

Both wings are equipped with C-119 aircraft.

ACTIVATION OF 41 Air Force Reserve Medical Service units—the first under the new Reserve Medical program—is scheduled to be completed this month.

As announced in the Dec. '63 - '64 *The Air Reservist*, the program will include a total of 148 units to be activated over an 18-month period. They will be located at 121 Air Force bases.

The units will train in existing Air Force medical facilities and are designed for maximum functional capability. They will be able to "fuse" with active Air Force Medical facilities, provide immediate replacement capability, and participate jointly with active facilities in exercises, or may operate independently.

The total number of personnel involved in the changeover—initially more than 7,100—is virtually unchanged from that now authorized. All the USAF Reserve hospitals and casualty staging units which are being replaced.

Activated March 8, were the following Medical Service squadrons and units: 19th Sq., and 402nd Flt., Otis AFB, Mass.; 401st Flt., Hanscom AFB, Mass.; 20th Sq., McGuire AFB, N. J.; 21st Sq., Westover AFB, Mass.; 22nd Sq. and 403rd Flt., Andrews AFB, Md.; 404th and 405th Sq., Orlando MAP, Fla.; and the 406th Flt., Perrin AFB, Tex.

Also: 408th Flt., Lackland AFB, Texas; 409th Flt., James Connally AFB, and 410th Flt., Carswell AFB, Tex.; 23rd Sq., Wright-Patterson AFB, Ohio; 411th Flt., Lowry AFB, Colo.; 412th Sq., Bunker Hill AFB, Ind.; 413th Sq., AF Academy, Colo.; 414th Flt., Hamilton AFB and the 24th Sq., March AFB, Calif.

On April 8, the following units are activated: 540th and 418th Sq., McGuire AFB, N.J.; 541st and 419th Flts., Keesler AFB, Miss.; 420th and 421st Flts., Orlando MAP, Fla.; and the 32nd Sq., 422nd and 423rd Flts., Ellington AFB, Tex.

Also: the 543rd and 424th Flts., Marillo AFB, Tex.; 425th Flt., Keesler AFB, La.; 544th and 426th Sq., Scott AFB, Ill.; 545th and 416th Sq., Hamilton AFB, Calif.; and the 427th Flt., of Castle AFB, Calif.

Two units, the 427th Flt., of Dyess AFB, Tex., and the 25th Sq., of Travis AFB, Calif., will be activated this month.

Scheduled for activation June 8, are the 542nd Flt., Maxwell AFB, Ala.; 428th Sq., Chanute AFB, Ill.; and the 429th Flt., of McChord AFB, Wash. Scheduled for discontinuance on June 8 are USAF Reserve hospitals at

March AFB, Calif.; Boston, Mass.; MacDill AFB, Fla.; Fort Worth, Tex.; Ft. Benjamin Harrison, Ind.; Baltimore, Md.; Hamilton AFB, Calif.; and Algiers, La.

Also to be discontinued on a phased schedule, through FY '65 are casualty staging organizations at NAS Willow Grove, Pa.; Scott AFB, Ill.; Denver, Colo.; Ellington AFB, Tex.; McGuire AFB, N. J.; Shreveport, La.; Seattle, Wash.; and Luke AFB, Ariz.

SIXTY AIR FORCE Systems Command Reservists from all parts of the United States are slated to attend the 1964 Annual Procurement Management Training Seminar at Bolling AFB, Washington, D. C., June 6-7.

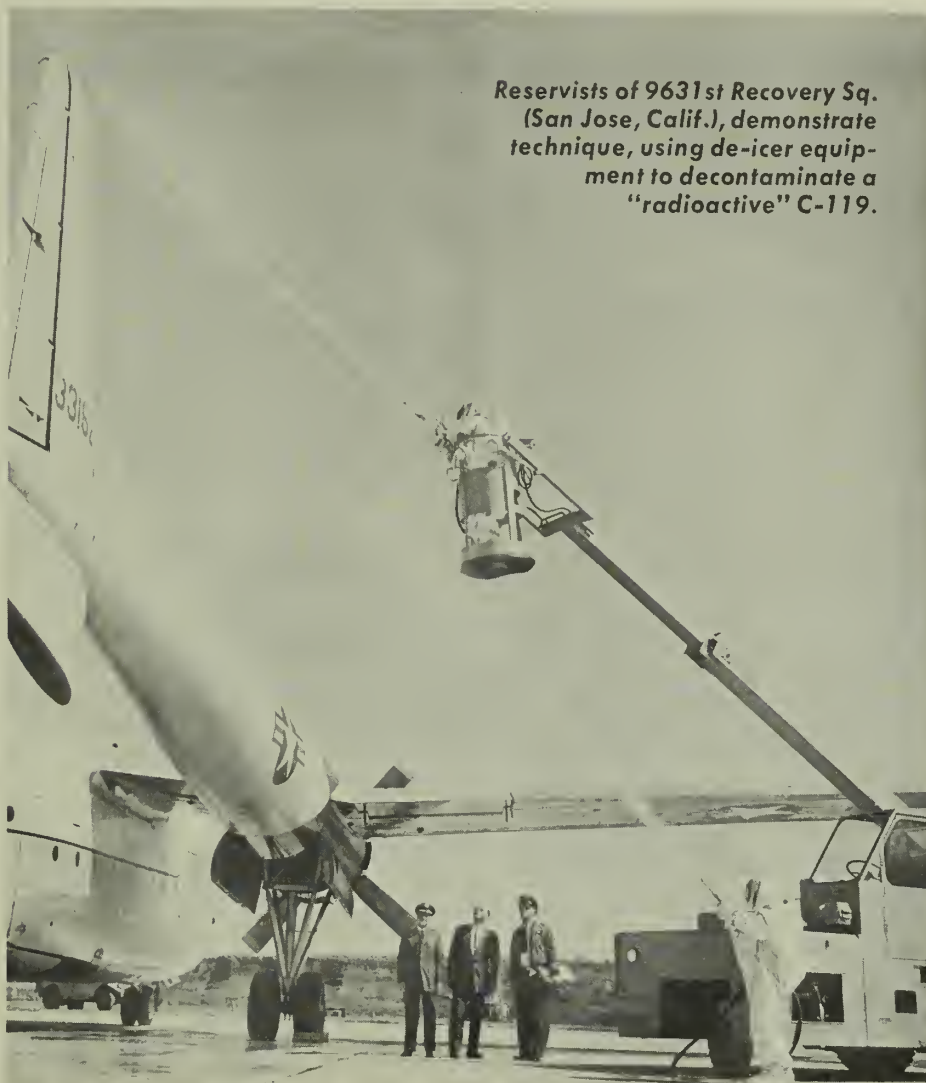
The seminar is being sponsored by the Eastern Contract Management Region, Olmsted AFB, Pennsylvania and organized through the efforts of New York Contract Management District Reserves. Its theme will be "Cost Reduction and the Air Force."

Among the speakers scheduled to address the Reservists are: Maj. Gen-



eral Brooke E. Allen, Headquarters Command, Bolling AFB; Brig. General G. F. Keeling, deputy chief of staff for Production-Procurement, AFSC; the Honorable George E. Fouch, deputy assistant to the Secretary of Defense; and others.

Mr. John A. Lang Jr., administrative assistant to Secretary of the Air Force, Eugene M. Zuckert, will be the honored guest at a luncheon to be given during the seminar.



Reservists of 9631st Recovery Sq. (San Jose, Calif.) demonstrate technique, using de-icer equipment to decontaminate a "radioactive" C-119.

CIVIL AIR PATROL

workshops . . . airlift . . . Search/Rescue . . . planes

Civil Air Patrol Aerospace Education Workshops will be conducted again this summer at nearly 200 colleges and universities and will provide special tour opportunities for 85 qualified Air Force Reservists.

Hq CAP-USAF advises that Reservists will be assigned to workshops scheduled for June and July at the following locations:

Tuscaloosa, Ala.; Tempe, Ariz.; San Jose and Cotati, Calif.; Alamosa, Ft. Collins and Greeley, Colo.; Washington, D. C.; Tallahassee, Fla.; Pocatello and Moscow, Idaho; Macomb, Ill.; Lafayette, Ind.; Cedar Falls, Des Moines and Ames, Iowa; Hays and Pittsburg, Kans.; Baltimore, Md.; Mankato and Moorehead, Minn.; Hattiesburg, Miss.; Cape Girardeau and Kirksville, Mo.; Bozeman, Missoula and Dillon, Mont.; Peru and Wayne, Neb.; Reno, Nev.; Pembroke, N. C.; Grand Forks, N. D.; Oxford, Ohio; Memphis and Murfreesboro, Tenn.; Commerce, Tex.; Cedar City and Ogden, Utah; Charlottesville and Ellensburg, Va.; Fairmont, W. Va.; and Platteville, Wisc.

Meanwhile, substantial increases in airlift support of CAP's special summer activities is scheduled by Air Force Reserve troop carrier wings. The cancellation of this year's Exercise Swift Strike III provides this increased support.

Some 8,000 to 10,000 CAP cadets will take part in summer encampments slated at 36 Air Force bases

from Maine to Hawaii, June through August of this year. More than one-third of the cadets will be airlifted by Air Force Reserve crews.

CAP also receives airlift support from the Military Air Transport Service and the Air National Guard.

In addition to the summer encampments, the Air Force Reserve will provide air transport for cadets taking part in CAP's National Drill Competition to be held at the U.S. Air Force Academy, Colorado Springs, Colorado, August 3-7. Cadets from each of CAP's eight regions plus teams from Puerto Rico, Alaska and Hawaii, will compete.

Air Force Reserve planes will pick up competing teams at designated "home stations" on August 3, and fly them to the Academy. Teams from Puerto Rico, Alaska and Hawaii, will be flown by the Military Air Transport Service to Charleston, McChord and Travis AFBs where they will board Reserve aircraft for the flight to the Academy. Reserve crews will return the cadets to their embarkation points on August 7.

Officials estimate that airlift support by Air Force Reserve this summer will result in savings of more than \$26,000 in transportation costs.

Coincidentally, CAP reported that Air Force Reserve cooperation reached an all time high during 1963, with Reservists recording 25,929 hours of participation in various CAP programs.

In summing up its activities, CAP reported that its pilots flew nearly two-thirds of all flying hours expended on search and rescue missions in the United States last year.

The CAP pilots logged a total of 17,697 out of 27,440 flying hours expended by agencies under the control of USAF's Air Rescue Service. CAP pilots also flew an additional 1,078 out of 3,299 flying hours expended by the Air Rescue Service in Alaska during 1963.

CAP personnel who took part in the search and rescue operation for the crew of a B-52 bomber which crashed near Cumberland, Maryland, on January 13, 1964, have received a copy of a letter from General Curtis E. LeMay, commending CAP for its role in the mission.

Addressed to CAP National Commander, Colonel Paul C. Ashworth, it read in part:

"I consider it a privilege to convey both personally and on behalf of the Secretary of the Air Force, our sincere thanks for the assistance rendered by the Civil Air Patrol after the B-52 crash on January 13 . . . The Air Force is grateful to all who participated . . . Two airmen owe their lives to this timely and efficient rescue effort."

CAP's own air fleet, which includes approximately 4,200 corporate or membership owned light aircraft, will receive a significant boost this year through the acquisition of some seventy T-34 trainer aircraft declared as excess by the Air Force.

CAP's National Executive Committee has authorized \$204,000 of corporation funds to underwrite repairs and modification to the planes before they are distributed.

Assignment of the T-34s will be made by a distribution formula which will insure that each CAP wing desiring aircraft will receive at least one. Interested wings must deposit \$1,500 "earnest money" with their application for aircraft on or before July 5, 1964. In addition, those receiving the trainers will be required to reimburse CAP's national treasury a proportionate share of repair and modification costs in excess of their deposit.



Seventy T-34 trainer aircraft, pictured above, declared excess by the Air Force, are slated for addition to CAP's growing corporate-owned air fleet.



our aerospace force

What is an Aerospace Force?

An aerospace force is a military organization specializing in use of missiles, aircraft, satellites and other kinds of piloted and pilotless vehicles and systems operating in the atmosphere near Earth and in the space beyond.

This is a compilation of basic facts and Air Force concepts in support of national policy. It has been prepared for your convenience from official published materials and major addresses by key personnel of the Air Force and Department of Defense.

Aerospace is an operationally indivisible medium consisting of the total expanse beyond the Earth's surface.

What is the main job of the Air Force? The Air Force is organizing, training and equipping Air Force units to take part in the achievement of our national objectives in any intensity of conflict. The Air Force must provide forces to gain and maintain general aerospace supremacy.

It uses many kinds of aircraft and missiles in its forces. It is working to constantly improve these systems and to develop piloted and pilotless spacecraft and aerospacecraft.

The Air Force must operate at any altitude above Earth that may be necessary to defeat enemy aerospace forces. And it must support our allies and take part, whenever superior aerospace power is required, in limited war. In the case of insurgency and guerrilla activities the Air Force must be prepared to provide instructors to teach friendly local air forces the art of waging special air warfare operations.

Enemy forces to be neutralized or destroyed by Air Force units may be on the surface of the Earth—on land or at sea—or in or beyond the atmosphere.

The Air Force provides the primary offensive and defensive air forces for U. S. military forces in Europe and the Pacific—U.S. Air Forces Europe (USAFE) and Pacific Air Forces (PACAF)—as well as global strategic airlift for all the U.S. Armed Forces, with Military Air Transport Service (MATS)—plus Strategic Air Command (SAC) and the air components of unified com-

mands, such as North American Air Defense Command (NORAD) and Strike Command (STRICOM).

What does the Air Force do besides operate aircraft and missiles? You will see partial answers to this question throughout this supplement. The Air Force is involved in exotic research and development projects working with industry and Government agencies such as the National Aeronautics and Space Administration and the Atomic Energy Commission and with private scientists and institutes in the U.S. and overseas; is involved in tropical and arctic survival training and in work with satellites and piloted spacecraft and aerospacecraft; and is pioneering, as it has for years, in new management techniques and automation systems. The Air Force is at the hub of all the sciences and technologies as they are related to man and his Earth-oriented environment in aerospace.

The Secretary of the Air Force, Eugene M. Zuckert said: "Air Force facilities, plus its skilled and dedicated people, constitute a base for aerospace research that is by far the largest, most comprehensive and capable in the Free World.

"However, the Air Force's primary responsibility is to maintain aerospace supremacy for the Nation. It is for this reason that we have developed the kind of aerospace military capability we have today—the ICBM, the Ballistic Missile Early Warning System, the Space track facilities in which we identify and monitor manmade objects in space, plus our global aircraft operations."

Basic Planning Concepts Stress Deterrence...

The U.S. Air Force is the primary aerospace arm of the United States and plays a vital role in supporting our national objectives in peace and war.

"Deterrence of war, general or otherwise, is our primary national objective."—EUGENE M. ZUCKERT, *Secretary of the Air Force*.

What is Deterrence? According to Mr. Zuckert: "All of the factors that go into our ability to discourage an aggressor or preclude an attack by the obvious strength to crush it, we call deterrence."

General Curtis E. LeMay, Air Force Chief of Staff has said: "the best military deterrence is founded on a military superiority that can be demonstrated or reflected in a credible capability to wage and win war at the highest intensity as well as at all lesser intensities—using both offensive and defensive action. Such overall force superiority is essential to the National objectives of deterring enemy provocations and aggressions in peacetime."

How is Deterrence achieved? A major element of deterrence is having the capability to destroy an enemy's military force if he should attack—and having the enemy know that you have the ability and resolution to defend yourself. The ability to employ force against force is needed. This is a counterforce capability.

Counterforce has been described as the use of military weapons against enemy rockets, airfields, ships, and troops, and especially against the offensive weapons that can be used to injure us, rather than against cities.

Tools of Deterrence? In order to support our National objectives and deter aggression the Air Force is made up of a family of operating systems—air systems, ballistic missiles, and space vehicle systems. These and the Air Force officers and airmen that man them are the fundamental military aerospace forces of the Nation. Aerospace power embraces the entire aeronautical and astronautical capacity of the United States. Active military forces, the Air Reserve Forces and their supporting facilities comprise a major component of aerospace power.

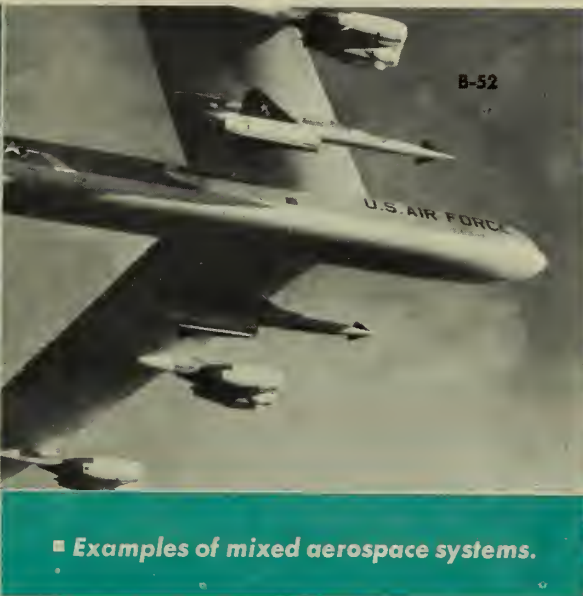
The forces provided by the U.S. Air Force may be employed for the following purposes: in general war to defeat the enemy as quickly as possible; in limited war, immediately to conduct operations wherever required; and, in cold war, to conduct special operations as directed.

Air Force Strategy? "To meet the various challenges which may be posed by the enemy, we must be prepared to act at the lowest level of conflict that will gain our objectives. However, we must constantly recognize the absolute need to maintain a capability to prevail at the highest level of conflict. This will provide the enemy with a clear incentive for restraint in initiating aggressive acts at any level."—GENERAL LEMAY



erospace Supremacy—for peace...

Requirements for Supremacy? General LeMay lists systems the Air Force must maintain as: "A strategic force of missiles and manned systems to provide discriminating, highly accurate and flexible means of attacking strategic targets. Defensive systems, including improved manned system, that can deal with incoming weapons and contribute to maximum survivability. Reconnaissance vehicles that can acquire reliable and comprehensive targeting information. Tactical aircraft and missiles, equipped with both conventional and low-yield nuclear weapons to perform the varied tasks required as part of the air-ground team. And, finally, a dependable and survivable network of command and control systems."



■ Examples of mixed aerospace systems.

Mixed Force concept? The Commander in Chief SAC, General Thomas S. Power, has said: "During the past few years the Strategic Air Command has moved from a bomber force to a mixed force of bombers and missiles in which one is designed to supplement and complement the other. In my considered opinion, the mixed force concept will be as valid in the 1970s as it is today . . ."

"We have been able to prevent nuclear war to this day because of the actions we have taken in the past, actions which have given us such overwhelming military superiority as to make nuclear aggression against this country or its allies unthinkable. The action which we take today will determine whether we can continue to deter aggression in the 1970s by maintaining a credible and convincing military superiority across the entire spectrum of manned and unmanned strategic capability—underwater, in the air and, eventually, in space."

Why a Mixed Force? Aircraft are more versatile and responsive—more flexible—than missiles. That is why the Air Force believes that an aerospace force must have both missiles and aircraft to meet all the contingencies of the many possible intensities of war that must be deterred through an ability to fight them successfully. The attempt to deter or fight a general war now or in the future without using the unique advantages offered by manned aircraft, would be knowingly to handicap the aerospace force.

"Limited strategic conflict" is a term becoming more common in Air Force thinking. It refers to creating a capability to deter or defeat enemy aggression through the conduct of very precise and discriminating operations against selected military targets in the enemy homeland. Such a capability is designed to fill the gaps between the upper intensities of theater operations and the full-scale general nuclear war—thus to provide more options for controlled response. In limited strategic conflict the manned strategic aircraft provides unique capabilities which cannot be duplicated by other systems. Not the least of these is the capability of the crew to observe and report immediately the results of their mission and other vital on-the-spot information on the course of the war.

The multiplicity of uses of strategic aircraft—their unique usability in most of the many possible intensities of conflict, their usability in possible conflicts anywhere over the globe, their re-usability in prolonged crises, their ability to employ non-nuclear as well as nuclear weapons—qualifies them as systems ideally suited to the reasoned, regulated and selective application of force. Strategic aircraft are not one-war—all-out war—weapon systems. They are singularly versatile and responsive—and controllable at all stages of operation.

Major "tactical" commands...

What is Strategic Air Command's Job? Strategic Air Command (SAC) is the U.S. long-range nuclear strike force comprising a mixture of combat aircraft and intercontinental ballistic missiles. It is responsible for the delivery over enemy targets of between 80 and 90 percent of the Free World's nuclear firepower. SAC's primary mission is to prevent nuclear war through its ability to deliver this nuclear firepower to any part of the globe, even if subjected to surprise attack. SAC's blend of missiles and aircraft is continually maintained at the highest level of alert of any military force in history. Within the warning time provided by the Ballistic Missile Early Warning System, half of SAC's ground alert

SAC / next page

of bombers and tankers can be airborne and safe from enemy attack. In addition, a portion of SAC's B-52 strength is in the air, within range of enemy targets, on airborne alert training, 24 hours a day.

How are Strategic Strikes Planned? At Strategic Air Command Headquarters, Offutt AFB, Nebraska, a single, integrated operational plan for initial United States retaliatory strikes in case of global war has been developed by the Joint Strategic Target Planning Staff under the Joint Chiefs of Staff. Directed by the Air Force general commanding Strategic Air Command, this joint staff blueprints wartime targets and selects the weapons to be used against them in the event of war. All the Armed Services are represented on the staff, and weapon systems include many kinds of systems—bombers, fighters, land-based missiles, air launched missiles and missile-armed submarines.

Tactical Air Command's Job? Tactical Air Command (TAC) produces and maintains combat-ready forces capable of conducting worldwide tactical air operations. TAC would perform vital functions in general war, as well as in lesser intensities of conflict. It has a versatile array of supersonic jet fighters for air superiority, close air support and interdiction, plus reconnaissance and assault airlift aircraft. TAC is the air strike arm of the unified U.S. Strike Command. Using air-to-air refueling, it is ready on a moment's notice to deploy powerful, tailored packages of airpower nonstop to any spot on the globe. Support of the Army is a vital responsibility of TAC. This command trains personnel for the tactical air forces overseas and supervises the training of the majority of units of the Air Reserve Forces.

"Our principal concern with regard to the Air Force tactical forces during the last three years has been the urgent need to build up adequate air support for the Army ground forces so that they could engage, if needed, in a sustained non-nuclear conflict. As I noted earlier, superior tactical airpower is essential to our position in Europe and would be of great importance in local war situations in any part of the world where our forces might be involved. A substantial improvement in tactical airpower has already been achieved. The tactical fighter forces have been increased from 16 wings at the end of fiscal year 1961, to 21 wings. The rate of procurement of Air Force tactical fighters and reconnaissance aircraft has been increased from 180 in fiscal year 1961 to 435 in fiscal year 1964. In addition a Special Air Warfare Force has been created for counterinsurgency operations . . ."—ROBERT S. McNAMARA, *Secretary of Defense*.

What is Military Air Transport Service's Job? Military Air Transport Service (MATs) operates a D-Day-ready global airlift system, including the air rescue, air weather, air photographic, and geodetic services for the Department of Defense, in accordance with wartime requirements established by the Joint Chiefs of Staff. MATs maintains a 115,000-mile system of military air routes on a wartime readiness basis. This global airlift command of the Air Force operates at air bases around the world. To maintain a D-day-ready capability, MATs trains daily in accomplishing routine and special airlift missions, and conducts frequent mobility training exercises, troop deployments, and contingency and humanitarian airlifts.

What is Air Defense Command's Job? Air Defense Command (ADC) is organized, trained and equipped to defend the United States against aerospace attack. ADC is the U.S. Air Force component of the Joint U.S.-Canadian North American Air Defense Command (NORAD). It has the function of detection, identification, interception, and destruction of manned bomber or intercontinental ballistic missile attack on the North American continent. This Air Force command provides more than 70 percent of the personnel and equipment used by NORAD. ADC administers, trains, and equips Air Force aerospace defense forces for top battle readiness. It operates the Ballistic Missile Early Warning System (BMEWS) to detect and identify any intercontinental ballistic missile attack, and Spacetrack which monitors all manmade objects in space.

What is Air Force Systems Command's Job? Air Force Systems Command (AFSC) plays the principal role in the military space program. AFSC provides the most up-to-date and effective management of Air Force scientific and technical resources, and is the single manager of all phases of acquisition of new aerospace systems. It must enable the Air Force to meet the major space requirements of the Department of Defense, and provide research, development, tests, and engineering of satellites, boosters, space probes, and associated systems necessary to support specific NASA projects and programs arising under basic agreements between DOD and NASA. The commander of AFSC directs the operation of seven divisions, seven research and test centers, and three contract management regions. The command manages and controls approximately 300 installations of separate activities in the U.S. and overseas.

Overseas Commands . . .

Why Overseas Commands? Because America's dedication to the principles of freedom extends to nations requesting our assistance. Militarily, this requires active participation by the Air Force in multi-nation organizations such as the North Atlantic Treaty Organization (NATO) and the Southeast Asia Treaty Organization (SEATO).

Among many of its functions in support of these global requirements, Air Force maintains four overseas commands: U.S. Air Forces in Europe (USAFE), U.S. Air Forces Southern Command (USAFSO), Pacific Air Forces (PACAF), and Alaskan Air Command (AAC). A brief description of these overseas tactical commands and their missions follows:

United States Air Forces in Europe is a powerful American overseas air arm. It serves as a primary instrument in the western line of defense, where it stands constantly alert as a combat-ready force. Its responsibility extends from the United Kingdom to Pakistan. USAFE is the air arm of the unified U.S. European Command. Its missions in support of Air Force policy are directed by Headquarters U.S. Air Force. In time of war, command functions would be directed by SHAPE (Supreme Headquarters Allied Powers, Europe). The command's weapon systems are ready for strike, defense, reconnaissance, and transport operations. They include Europe's only combat missile wing strategically placed along the Iron Curtain. USAFE aircraft earmarked for use in North Atlantic Treaty Organization constitute the largest single contribution of any nation in the 15-country alliance.

S. Air Forces Southern Command is the air component of a unified command (U.S. Southern Command) operated under the Joint Chiefs of Staff. AFSSO, utilizing the advisory services of our Air Force training missions, is the major USAF instrumentality outside the U.S. directed toward the development and improvement in the capabilities of the air forces of Latin America; operates the USAF School of Latin America and the USAF Tropic Survival School; administers the Air Force phase of the Military Assistance Program, including training in the continental United States; provides special air warfare training for American Air Force personnel with appropriate emphasis on potential civic action benefits; and conducts search and rescue missions throughout its area.

Pacific Air Forces is the U. S. Air Force air arm in the Pacific-Far East and is responsible, in conjunction with allies, for maintaining control of the air over the Pacific-Far East. It is the air component of the unified Pacific Command. Operating over more than one-third of the Earth's surface, PACAF is prepared to react swiftly to any aggression with both defensive or offensive forces. Its forces are composed of nuclear and conventionally equipped fighter-bombers; tactical missile; reconnaissance aircraft; heavy cargo aircraft; and light conventional strafing and bombing aircraft most active in waging special air warfare operations. Air defense of the Hawaiian Islands is performed under PACAF through its operational control of the Hawaii National Guard. PACAF also assists in training friendly air forces, including Vietnamese, in offensive and defensive air tactics and techniques.

Alaskan Air Command maintains a far-reaching warning system and an extra strength fighter squadron to cover the 586,000 square miles of Alaska, some 50 miles away from the Soviet Union. The Alaskan Air Command electronic alerting system is maintained by aircraft control and warning squadrons and 33 White Pine communications installations. In temperatures ranging from minus 70 to plus 100 degrees, USAF fighter aircraft are poised to intercept and destroy aerial aggressors. AAC is the air arm of the unified Alaskan Command and provides base facilities for the Strategic Air Command. It provides the major strength of the Alaskan NORAD region, the watchdog of the northernmost approaches to the continental United States.

Other Vital Commands . . .

The following commands and agencies perform functions that are necessary to achieve Air Force objectives.

Air Force Communications Service (AFCS) provides services essential to the successful coordination, command, and control of aerospace forces: (1) communications and (2) flight facilities, fixed and mobile. Operating and maintaining a global network of more than 5 million miles of communications channels and a worldwide system of more than 1,500 electronic aids to air navigation and air traffic control facilities, AFCS operates on-base and long-haul communications networks for Air Force commanders. Long-haul circuitry constitutes a major portion of the defense communications system operated in support of the Defense Communications Agency.

Continental Air Command (CONAC) provides the active duty Air Force with ready units and ready individuals of the Air Force Reserve to meet emergency requirements. These include 15 troop carrier wings, 45 troop carrier groups with 700 aircraft, 5 air rescue squadrons, over 100 support type units (communications squadrons, medical units and air terminal squadrons), and a network of Air Force Reserve recovery groups and squadrons. These, plus many other units and individuals, constitute the more than 300,000 members of the Air Force Reserve. Air Force Reservists perform more than 50 percent of Army airborne training, and provide an Air Force recovery capability during emergencies. CONAC also supervises the Civil Air Patrol, an Air Force auxiliary which operates 4,000 light aircraft, 4,000 vehicles of various types, and a 14,000-station radio network.

Headquarters Command supports and services Headquarters USAF and the other Air Force units in the Washington area. The command also administers USAF Missions, MAAG's and Air Attache offices throughout the world. In the Nation's Capital, the command is responsible for supervision of Bolling AFB, Andrews AFB, and the Malcolm Grow USAF Clinical Center which serves nearly a hundred thousand military personnel and dependents.

United States Air Force Security Service (USAFSS) provides communications security services for the U.S. aerospace forces to insure that information transmitted by electrical means by these forces is safeguarded enroute. Its functions include collection and analysis of all types of unclassified, electrical Air Force communications to determine the effectiveness of communications security measures used, and meeting all the requirements of the U.S. aerospace forces for cryptographic materials and equipment. Additionally, USAF Security Service occasionally conducts research in communications phenomena in support of various elements of the U.S. Government.

Aeronautical Chart and Information Center (ACIC) produces aeronautical charts, air target materials, flight information publications, geodetic missile data, astronomical and geophysical charts, and reference materials for Department of Defense commands operating in aerospace and to government agencies such as the Federal Aviation Agency and the National Aeronautics and Space Administration. ACIC operates and maintains the USAF Central Print and Index Library and the DOD depository of aerial, radarscope, and ground photography. It distributes from 90 to 110 million copies of its publications each year. ACIC is charting the Moon for NASA, and provides specially designed space charts used by the astronauts.

Air Force Accounting and Finance Center (AFAFC) accomplishes centralized Air Force accounting and finance operational functions and provides technical supervision, advice, and guidance to Air Force accounting and finance field activities. Centralized activities include issuing 500,000 checks; issuing 100,000 savings bonds monthly and another 150,000 bonds quarterly; processing some 6,000 reports monthly; producing more than 100 accounting and management reports monthly; and a host of other centralized activities.

**Examples of primary aircraft
currently used by the
"tactical" major air commands.**

Air Training Command (ATC) recruits and trains. It conducts basic military training courses for some 125,000 airmen and officers each year, then forms them into skilled technicians, pilots, or navigators at its technical and flying training centers. ATC also operates mobile and field training detachments throughout the Free World, training more than 200,000 students each year. It provides more than 1,300 new pilots and 1,000 new navigators annually. It also trains some personnel of the Free World's allies. It conducts medical specialist training, and military instruction for legal officers and chaplains. ATC's primary and advanced technical training of nonrated specialists provides more than 150,000 graduates yearly from some 1,200 courses.

Air Force Logistics Command (AFLC) helps insure that the Air Force combat and missile units throughout the world are thoroughly equipped and ready for instant action. AFLC keeps its procurement, supply, maintenance, and transportation functions attuned to the instant needs of its customers—the operational commands at home and overseas.

Air University (AU) conducts advanced professional military education programs for Air Force officers. (Substantial numbers of U.S. Army, Navy, and Allied officers also attend AU professional education schools.) It graduates some 2,000 officers and airmen annually from resident and civilian accredited courses in the arts and sciences, medicine, and engineering. Another 5,000 officers and civilians complete special courses conducted both in residence and at civilian schools. Its Air Force Reserve Officers Training Corps program is the primary source of Air Force officers. AU operates courses in the employment of aerospace vehicles and weapons, conducts a modest research program related to its courses of instruction, and provides nearly a hundred correspondence courses for more than 356,000 students.

Office of Aerospace Research (OAR) is the agency responsible for planning, programming, and managing the USAF Research Program. The research is accomplished by Air Force laboratories and through the use of contracts and grants with colleges, universities, and industrial laboratories. Research results are made available to government agencies and the civilian scientific community. OAR provides a high-latitude launch capability at Fort Churchill, Canada, for research by Department of Defense, National Aeronautics and Space Administration, and Canadian agencies. In conjunction with Air Force Systems Command, OAR approves, programs, and allocates payload space on sounding rockets, deep space probes, and satellite vehicles for the Air Force Research and Exploratory Development Program.

U. S. Air Force Academy is a major source of newly commissioned officers and provides instruction, motivation, and experience to all cadets so they will have the knowledge and qualities of leadership to take on increasing military responsibilities. The Academy strives to attain certain minimum objectives—a basic four-year education in airmanship and related sciences, the humanities and other broadening disciplines; an understanding of aerospace power with all its capabilities and the significant role it plays in national defense.



B-58 (SAC)



F-105 (TAC)



C-135 (MATS)



F-106 (ADC)

How Important are People and Logistics...

People? Training for an Air Force career is not easily moved nor cheaply bought. While men of high purpose and dependable performance can be found in all walks of life, our Air Force, at the same time, requires a steady and dependable supply of men educated in the traditions of national service and trained to the ready acceptance of responsibilities and to the discipline which such responsibilities impose upon them.

The Chief of Staff recently commented that the men and women of the Air Force are "... professionals who take pride in their work. Without them our weapons and complicated machines would be meaningless." This applies not only to the people performing the highly publicized jobs of flying, research, etc., but also to those who are doing less glamorous jobs. Aerospace power cannot be attained without, among many others, the mechanic, the clerk, the cook, supply man, information technician, etc. There is a responsible job for everyone in the Air Force.

Logistics? Lieutenant General Thomas P. Gerrity, Deputy Chief of Staff, Systems and Logistics, states: "Efficient managers are essential to every operation of the Air Force. This is especially true of logistics, the art

and science of determining, acquiring, distributing and maintaining the equipment and materiel needed by our military forces.

"In today's Aerospace Force, where all our jobs must be performed more efficiently at less expense in the face of increasing costs, the role of the efficient logistics manager is more important than ever before.

"The work is intriguing, challenging and vital to all Air Force units and their missions. In armed conflict logistics means the difference between victory and defeat. Our resources and equipment must be second to none, and even then they are worthless without effective logistics managers to direct their procurement, utilization and maintenance.

"We are entering the Age of Space but that's not going to drastically change our way of life. Logistics systems—like aerospace hardware—are going to be based here on Earth. We will probably develop a centralized inventory control system which will control our assets worldwide and the supporting communications networks will include the use of satellites. Today logistics is the lifeblood of the Air Force. It is a complex business—a demanding and busy one. But it will become even more demanding in the years ahead."

Air Force Trend...

"The weapons we have in the '70s will depend upon the decisions we make today in research and development."—EUGENE M. ZUCKERT

Lieutenant General James Ferguson, Deputy Chief of Research and Development, stresses two important trends in the future of our Aerospace Forces:

Over the next five years, the Air Force has proposed six toward two objectives: (1) To augment, by use of space systems, the existing military capabilities of the United States terrestrial forces. (2) To develop a military capability for the protection of United States interests in space.

Augmentation: By use of space devices, we expect to enhance the capabilities of the Earth-based defense forces of the United States. For example:

Space-based communications can improve the reliability and scope of command and control systems;

- surveillance of atmospheric weather from space can provide information regarding cloud conditions in target and refueling areas;

- space systems may furnish a means of active defense against ballistic missiles and of

- warning that a missile attack is under way.

"Military Patrol: The term 'military patrol' refers broadly to an ability to determine at all times what is happening in near-space, whether there is a threat present, and to deal with it if necessary. Military patrol capabilities for the space region could provide on-call protection for U.S. space activities, both scientific and military, in event of hostile enemy action in the space region. This objective includes:

- an improved detection and tracking system;
- a means of inspecting unidentified space devices;
- a means of disabling hostile satellites, if this should be required in the national interest;

- lastly, a system for continually monitoring such space phenomena as radiation and solar flares, the latter being essential for prolonged space operations."

Manned Aircraft—development and plans...

A-11—A new, experimental jet aircraft, the A-11, recently redesignated the YF-12A, has been developed and is being used by the U.S. Air Force as a possible long-range interceptor. The A-11 has been tested in sustained flight for more than 2,000 miles an hour, and at altitudes of more than 70,000 feet. This advanced experimental air-

craft is capable of high-speed, high-altitude and long-range performance of thousands of miles.

The performance of the A-11 far exceeds that of any other aircraft in the world today. The detailed performance of the A-11 aircraft remains strictly classified.—*Extracted from President Johnson's press conference.*

**Latest development
in the field of
manned interceptors.**



YF-12A

C-141—"The C-141 may open up entirely new vistas in troop carrier operations. For example, it might prove to be entirely feasible to load troops and their equipment in the United States and fly them directly to the battle area overseas, instead of moving them by strategic airlift to an overseas assembly point and then loading them and their equipment on troop carriers. Thus, the line of demarcation between the strategic airlift mission and the troop carrier or assault mission may, in time, become less important. This type of operations might require certain improvements in global communications and control and also possibly some changes in organization. In fact, we are now completing a very comprehensive study of the air transport function in the light of the equipment changes now being made. . . ."—Robert S. McNamara.

"The C-141 is expected to provide the type of modern airlift capability the MATS airlift force must have; and, as you can readily understand, we feel that the C-141 will rapidly become the backbone of our forces much as the C-124 is today. Any spot on the globe will be within one-stop range of the C-141, with a substantial payload. The ability to airlift men and materiel these distances, at jet speed and in such quantity is unprecedented. Yet when we look ahead even further, we must say that this is not enough." General Joe W. Kelly, Cmdr., MATS.



Gigantic transport for the 1970s—For future air requirements the MATS Commander states: "Air Force estimators and planners have formulated requirements for a new aircraft. . . . It will be extremely large and with great range—capable of a more than 4,000-nautical mile range with more than a 100,000 pound payload. This would be a 400 to 500-mile-an-hour, four-to-five-turboprop aircraft, larger than any known airplane today. . . . Cargo capabilities all the way from 75 to more than 100 tons have been proposed and the aircraft would probably have aerial delivery capability. An aircraft of this size could lift men and virtually all types of military equipment to nearly all potential trouble spots on the Earth, non-stop, and land on modest airfields. The relatively small force of such airplanes would be able to satisfy nearly all outsize peacetime and emergency requirements as we can envision them today."

What is Space?

The expanse (perhaps limitless) which surrounds the celestial bodies of the universe.

"Our first and continuing objective is to develop the peaceful uses of outer space, but we are not unmindful of the threats to peace on Earth which would result from the exclusive mastery of space by any power seeking to perpetuate earthly aggressions."—PRESIDENT JOHNSON.

Air Force works in close harmony with the National Aeronautics and Space Administration (NASA) in joint efforts to explore the peaceful uses of space and its potential military value. The Air Force provides boosters and launch services for many NASA projects. The Space Systems Division of the Air Force Systems Command has supervised the launching for NASA of all the astronauts who orbited the Earth in the Mercury Project. It launched more than 90 percent of the U.S. satellites and space probes in 1962, including Ranger IV, the first U.S. spacecraft to reach the Moon, and the Mariner II Venus space probe for NASA.

Future Aerospace Systems. . .

What is the Manned Orbiting Laboratory? According to General LeMay, ". . . the next major step



BAF

toward the achievement of future space capabilities is the Manned Orbiting Laboratory (MOL) which was approved for development under Air Force management. The MOL will provide a means to fulfill the compelling requirements to acquire information essential to determining ac-

curately the threat from space, the usefulness and capabilities of man-in-space, and the unique advantages which may accrue from military space operations. It will also serve as a platform to support testing of equipment and procedures in the environment in which they will be used."

The MOL will consist of an orbiting pressurized chamber about the size of a small house trailer and will permit astronauts to move about freely in it without a space suit and conduct observations and experiments for periods up to one month. It will be attached to a modified Gemini capsule and lifted into orbit by a Titan II booster. Astronauts will be seated in the modified Gemini capsule during launch, and will move to the laboratory after injection into orbit. After completion of their tasks in space they will return to the capsule which will then be detached from the laboratory to return to Earth.

The design of the MOL vehicle will permit rendezvous in space between the orbiting laboratory and a second Gemini capsule, so that relief crews could replace original crews. The first manned flight of the MOL is expected in 1967 or early 1968.

What is Gemini? Project Gemini calls for the development and flight of a two-man Mercury-type spacecraft. The Gemini missions will be used to develop the techniques of rendezvous and docking (joining two objects in orbit) and to test the space-pilot's ability to carry out varied tasks under prolonged weightlessness. Manned operational flights are scheduled to begin in 1964. Gemini is a NASA-managed project, with the Air Force providing launch support of the Titan II and the Atlas Agena rendezvous target vehicle. Twelve Air Force experiments will be flown on Gemini missions.

What is Project Apollo? Next step after Gemini is Project Apollo in which three space pilots are scheduled to make a landing on the Moon and return. An advanced Saturn booster is being prepared by NASA for Project Apollo. The Air Force will work closely with NASA on the Apollo Project.

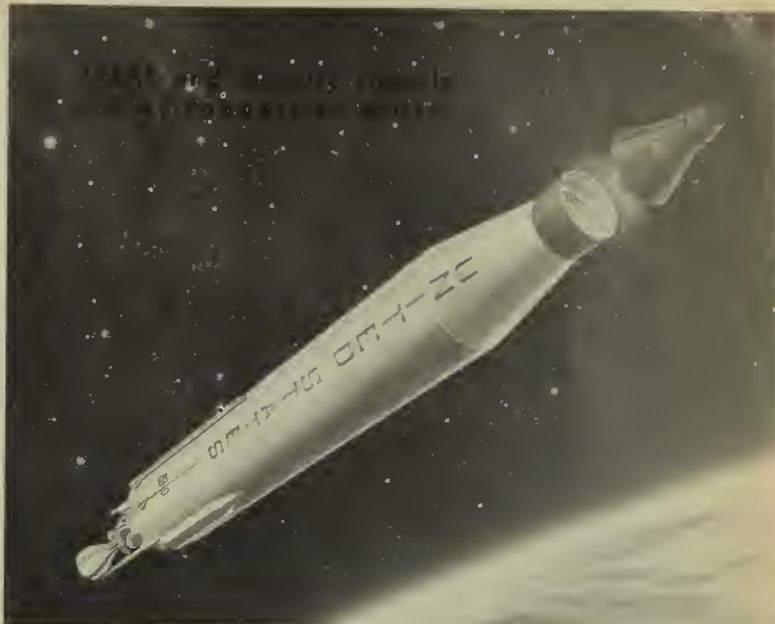
What is the X-15? An Air Force-NASA cooperative program, the X-15 provides data on piloted, maneuverable flight. Released in the air from a modified B-52, the X-15 was flown to heights of 250,000 feet and 314,750 feet in 1962. The flights were official world records set by Joseph A. Walker, NASA, and Maj. Robert M. White, USAF, respectively, at Edwards AFB, California. Walker also flew the X-15 to a speed of 4,104 m.p.h. on June 27, 1962. Information on aerodynamic and structural heating, structural dynamics, supersonic and hypersonic aerodynamics, and stability and control was gained, evaluated, and reported. Equally important, however, is the fact that a piloted system, designed for flight at speeds to 6,600 feet per second and to altitudes to 250,000 feet provides extensive operational experience for advanced systems on a routine basis. In this way, the X-15 program has provided invaluable experience for future aeronautical and space activities of the United States.

What is LASER? Taken from the words Light Amplification by Stimulated Emission of Radiation, it can direct a concentrated beam of light across great distances with extreme precision. It has scientific and industrial uses. It can be used to create temperatures millions of times hotter than the surface of the Sun. With an increase in the energy level of a LASER beam, or with more precise aiming techniques, it might have increasingly destructive and lethal effects. All of its uses have not been fully developed. The commander of the Air Force Systems Command has said that "this revolutionary discovery may prove to be even more important to the world than the development of the ballistic missile, the discovery of the transistor. . . . The LASER will have a profound impact on every scientific and technical discipline."

Other Projects? Air Force Systems Command plans construction of a portable 10-million volt lightning machine to assist scientists studying effects of lightning on weapon systems. AFSC also announced beginning of construction of a \$3.5 million spacecraft simulator. It will be used to train astronauts for space flight, intercepts, and orbital rendezvous. The simulator is being built at the Aerospace Research Pilot School, Edwards AFB, California.

A grant of \$6 million has been made by the Office of Aerospace Research for a laboratory equipped to create the strongest magnetic fields in the world. It is located at the Massachusetts Institute of Technology in Cambridge. Magnetic fields 500,000 times the strength of the Earth's can be produced continuously for experiments. Previous laboratory-produced magnetic fields were one-fifth this strength.

Within the realm of systems improvement come the following: Minuteman II will have twice the accuracy of Minuteman I, producing the same improved effectiveness against hard point targets as a yield increase of 8-10 percent. . . . the F-111A will give Air Force a "tactical" aircraft more than double the range and several times the payload. . . . the Mobile Mid-Range Ballistic Missile will have a mobility untargetable by the enemy. It could be deployed anywhere in the world by air in a matter of days.





Appraisal by the Secretary of the Air Force . . .

"My appraisal for 1964 indicates continuing increase in airpower. All the Atlas and Titan missile squadrons were operational by the end of 1963. Our total U.S. strategic power, the backbone and starting point of deterrence, will more than double in 1964 when new Minuteman strategic missile wings become operational.

"The strategic bombers, however, become another year older. We are seeking a new manned system which will give us multiple options, flexible controlled responses, and the ability to limit damage and still be effective at points lower on the rising curve of intensity of conflict, i.e., at points below the peak of strategic missile barrage.

"In the tactical area, in 1964 we will add new squadrons of F-105s, and have the first operational F-4Cs, which started out as a carrier-based Navy fighter and is now the highest performing fighter in any Service.

"We have scheduled for the end of the year the first flight of the F-105, which, with its variable sweep wing, will be the most versatile fighter in the world. These weapon systems—the F-105s, the F-4Cs and the F-111—mean new airpower for the STRICOM [U.S. Strike Command] the combined Army-Air Force force formed for quick deployment to any part of the world.

"Airlift is a key element of these forces. Late this year the great new 141 military cargo transport becomes operational. It can carry 16 tons non-stop to Japan and 35 tons non-stop to Europe. It is the first plane designed from scratch for high-speed cargo handling and transport.

"Today's appraisals of airpower must also cover the space front. The prospect of a defense requirement in space may afford a startling example of what new technologies can do to the costs of military preparedness. The 'increased cost—cum-technology' process has been accelerating since World War II and makes inevitable the rigid economy measures which President Johnson has ordered.

"With economy as a major premise . . . the job of the military and civilian heads of the Services becomes one of protecting substance, of preserving fighter strength. We must make sure that savings are not made by any trimming which might weaken existing forces."—EUGENE M. ZUCKERT.

Summary: "Status and Future of the Air Force."

During the past year the Air Force has continued its program of increasing its tactical air and airlift forces, its Special Air Warfare forces and intercontinental ballistic missile force.

Its aerospace defense systems for continental defense have been further strengthened, and great contributions have been made in advancing the space programs of the Department of Defense and the National Aeronautics and Space Administration.

In developing and maintaining air and space systems for national defense, the Air Force is guided by the Department of Defense policy that our Armed Forces must be able to meet a variety of challenges which may be posed by the enemy.

"There is no question," says the Secretary of Defense, "but that today our strategic retaliatory forces are fully capable of destroying the Soviet target system, even after absorbing an initial surprise attack." These strategic forces include the long-range bombers, the air-to-surface and decoy missiles, and the refueling tankers; the land-based strategic missiles; and the systems for their command and control.

This is what is called a "mixed force"—a force of piloted aircraft and missiles, which gives greater versatility than only one kind of strategic system.

While the B-47 strategic aircraft are being phased out, work is under way on a study of the potentials of a new advanced strategic aircraft that would serve as an airborne missile platform.

Our strategic missile forces are being modernized as they grow in size. The Atlas and Titan ICBMs are now completely deployed. Our strategic missile force, which almost tripled in fiscal year 1963, will have more than doubled again in the period ending in June of this year. Hundreds of the Minuteman ICBM are ready underground for quick response if needed. By this year 600 of the Minuteman I missiles are expected to be in place; and by June 1965, 800 should be ready. Included in the fiscal year 1964 budget are funds for the first increment of 150 of the improved Minuteman II ICBMs.

At Strategic Air Command Headquarters, Offutt AFB, Nebraska, a single, integrated operational plan for initial United States retaliatory strikes in case





al war has been developed by the Joint Strategic Target Planning Staff under the Joint Chiefs of Staff. Directed by the Air Force general commanding Strategic Air Command, this joint staff blueprints war targets and selects the weapons to be used against them in the event of war. All the Armed Services are represented on the staff, and weapon systems include all types of strategic systems—bombers, fighters, land-based missiles, air-launched missiles and missile-armed marines.

A new ballistic missile, the Mobile Mid-Range Ballistic Missile (MMRBM), is being designed to fill the large gap between the 400-mile Pershing and the longer-range Polaris and Intercontinental range ICBMs.

MMRBM, says the Air Force Chief of Staff, will complement tactical aircraft and "will considerably improve our overall ability to counter opposing forces at every level of conflict."

Command and control of all these weapon systems is a task needing constant study to insure the greatest effectiveness, reliability and ability to survive in war. Air Force command and control systems have been continuously improved during the past year.

Aerospace defense—defense of the atmosphere and outer space beyond it—occupies a great amount of Air Force effort.

Aerospace defense activities during the past year have been highlighted by achievement of full operational status of the Ballistic Missile Early Warning System (BMEWS) and a new airborne electronic system. The new system is called Airborne Long Range Input Processor (ALRI). On the basis of a Department of Defense and North American Air Defense Command study, the Air Force also realigned its air defense forces, dispersing many of its interceptors to more separated points.

The Air Force Chief of Staff says that "to keep pace with the growing complexity of the Soviet missile bomber threat we need to improve our capability to detect and track missiles, satellites, and manned aircraft, and to develop a capability to destroy all types of weapons."

Submarine-Launched Ballistic Missiles (SLBM's) are a new threat for aerospace defense forces to face. Air Force has proposed a program to meet the problem.

The new requirement for development of stronger U. S. forces to perform the entire range of combat operations short of general nuclear war has resulted in increases in Air Force aviation functions.

The Air Force must provide the primary air capability not only for U. S. unified commands throughout the world, but for the U. S. Strike Command—the U. S.-based unified command for which the Air Force provides the air component. It supports STRICOM with units of the Tactical Air Command and the Military Air Transport Service.

In STRICOM the Army and Air Force are working together constantly in exercises and tests to develop effective air/ground forces for use anywhere they may be needed. Exercise Big Lift was the largest of these exercises. The Air Force-operated Military Air Transport Service moved the men and equipment of an Army division 5,600 miles in about 63 hours; and the Air Force Tactical Air Command supplied a Composite Air Strike Force which flew across the ocean to provide tactical air support to the division while in Europe.

The Secretary of Defense told Congress in January that: "Our principal concern with regard to the Air Force tactical forces during the last three years has been the urgent need to build up adequate air support for the Army ground forces so that they could engage, if needed, in a sustained non-nuclear conflict."

According to the Secretary of the Air Force: "The Air Force has learned a great deal in the past 20 years about airpower—keeping aircraft operational, exploiting aerial firepower through central flight control, and extending airpower resources by centralized management. We have the capability to satisfy the Army's requirements."

The rate of procurement of Air Force tactical fighters and reconnaissance aircraft has been increased from 180 in 1962 to 435 in fiscal year 1964. In fact, the increase in tactical fighter squadrons since 1961, according to the Secretary of Defense, has been 33 per cent, and the increase in airlift capability has been 75 percent.

The Air Reserve Forces in 1963 provided better than 12 percent of the total Air Force airlift requirement.

The "Ready Now" units of the Air Reserve Forces made substantial gains in personnel strength during the year. After two Reserve mobilizations (Berlin and Cuba), the Air National Guard strength climbed to an all-time high of some 75,000. The Air Force Reserve also made giant gains and is expected to reach a

SUMMARY / next page



OFFICIAL BUSINESS

SUMMARY / continued

total pay-roll-strength of 61,000 this year.

There also has been an increase during the past year in the Special Air Warfare Forces for counter-insurgency and civic action operations. Special air warfare units are deployed in the Republic of Viet-Nam, where they are training units of the Viet-Nam Air Force (VNAF).

Because relative military strength never remains unchanged, it is necessary to keep ahead of a potential aggressor in technology. Aerospace research, development and engineering have absorbed a significant portion of all Air Force-managed funds and people.

The President's report to Congress in 1963 *U. S. Aeronautics and Space Activities*, shows a record of "about 60" satellite payloads placed in orbit—10 launched for NASA projects and about 50 by the Air Force for Department of Defense projects.

Air Force Systems Command, during the year, continued to provide a large measure of support to NASA in terms of facilities, technically trained personnel and test and launch assistance.

Consistent with its current responsibilities for all Department of Defense space developments, the Air Force was assigned further space tasks during the past

year. Among these were the coordination of planning of ICBM and space vehicle tracking activities at defense facilities in Florida and California; and development responsibility for the Manned Orbiting Laboratory (MOL) program.

Although deeply involved in missile and space operations for the nation, the Air Force remains also extremely active in its long-time specialty of aviation. It is, in fact, increasing its yearly pilot training rate from 1,500, right now, to 1,700 beginning in July.

Air Force pilots flew something like 6,500,000 hours in 1963, while setting a new flying safety rate record of 4.4 major aircraft accidents per 100,000 flying hours.

While performing all these activities in the air and in space the Air Force also reduced costs by careful management. Audited Air Force cost reduction in fiscal year 1963 exceeded one billion dollars, more than half the total defense reduction reported to the President by the Secretary of Defense.

At the same time that the Air Force is concentrating on providing the Army with the airlift, close support and battlefield reconnaissance it needs, it is working on achieving new air and space systems for offensive and defensive operations in any intensity of conflict—high or low.



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JUNE 1964

the air reservist

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES

New Recovery Concept

The Air Force has announced plans to realign the Air Force Reserve Recovery Program under new concepts designed to improve Air Force ability to survive an attack and recover and reconstitute its forces afterward. The new concept makes the Recovery Program a part of Air Force survival plans and will integrate our recovery units closely into the operations of major Air Force commands (see RECOVERY, page 2).



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R . . . depicts an important phase of the Air Force Reserve's new Recovery concept. A rendition of an actual photograph, it portrays a Recovery Reservist voluntarily accomplishing one of the vital security aspects of pre-attack dispersal during the Cuba crisis. . . .

the air reservist

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AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

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Reserve Flight Nurses (l-r) Cpts. Margaret Jones and Norma Hendra, 37 Aeromed Evac Sq, Miami, and Maj. Anna Nalevanko, 33rd AMESq, Pittsburgh, study exhibit at Aerospace Medical Association convention in Miami.

RECOVERY / continued

Each recovery unit will have a specific mission to perform for one or more of the major commands in the event of a national emergency.

A thorough study of the changes necessary to align the Recovery Program with the new Air Force concept has been in progress for several months. The first step was to determine the wartime requirement of Air Force commands under the new concept and to re-design the Air Force Reserve Recovery Program to meet these needs. As a result, 40 Air Force Reserve Recovery groups and 91 Air Force Reserve Recovery squadrons, for which there is no longer a foreseeable military requirement, will phase out of the program by August 31, 1964. Deactivations of some units will begin on June 30, 1964.

Other realignment actions will include readjustment of the personnel authorizations of remaining Air Force Reserve recovery units to match the manning level of each unit with the capability required by its specific mission. Reservists currently assigned to units being deactivated or whose positions are eliminated in subsequent authorization reviews may apply for reassignment to other Reserve Forces units where vacancies exist.

Utilization of the Recovery Program under the new Air Force survival plan includes the concept of pre-attack dispersal and post-attack regrouping of forces as well as the basic recovery function. Changes in the program are necessary also because the new plan incorporates the use of some active Air Force resources as well as those of the Air

Reserve Forces to support dispersal, recovery, and regroup operations.

The original Air Force Reserve Recovery Program, consisting of some 82 groups and 200 squadrons, was implemented in 1960 prior to completion of the Air Force survival plan in order to provide a nationwide recovery capability at the earliest possible time. It was designed to furnish a widespread structure, primarily at civilian airfields, to recover military aircraft which might be unable to return to their home bases in the event of enemy attack.

The program was used during the Cuban crisis of 1962 to support dispersal and deployment operations of the active Air Force and Army. The members of recovery units, who finished this support on a purely voluntary basis, drew high praise from the commanders whose forces were involved. Their willingness, availability, and ability to accomplish the tasks they were assigned contributed measurably toward the effectiveness of the active forces during the crisis. Thus, the validity of the recovery concept was proved. A list of the units to be deactivated is on page 7.

ABOUT 300 active duty Air Force officers and Air Force Reserve medical service personnel took part in the Symposium held May 14th at Miami Beach, Florida.

Representation by Regular Air Force Reserve medical officers reflected the common mission of the active duty and Reserve forces, and set the pattern for remarks of key speakers.

Lt. General E. J. Timberlake, commander, Continental Air Command,

stressed the importance of the medical program reorganization presently taking place in the Air Force Reserve, saying, "... the activation of Reserve Medical Service units is a showcase of what I think should be done throughout the entire Reserve."

Air Force Surgeon General, Maj. General Richard L. Bohannon; Brig. General Larry A. Smith, surgeon Air Force Medical Command, also gave indication of the strong support of the new establishment for the Air Force Reserve medical program.

ANOTHER CONFERENCE attended by members of the Regular Air Force and Air Reserve Forces also stressed the importance of the role played by Reservists in the "total force" structure. The meeting was the third annual Air Force Communications Service Reserve Forces conference at Orlando AFB, Florida, April 20. Deputy Commander in Chief of the highly flexible, unified (Army and Air Force) U. S. Strike Command (STRICOM), Lt. General James K. Holloway, said, "Reserve forces are more ready than they have been," and gave the U. S. Air Force credit for pioneering this new concept of Reserve preparedness. General Holloway based his appraisal on his first hand knowledge of Air Reserve Forces' augmentation capabilities during last year's joint exercise Desert Strike III."

Other speakers included Air Force Command, Lt. General James Timberlake; Maj. General Kenneth P. Bergquist, commander, Air Force Communications Service; Maj. General Curtis R. Low, assistant commander of staff, Reserve Forces; and General I. G. Brown, assistant commander, National Guard Bureau for the Reserve. They also were speakers during the conference.

AIR NATIONAL Guard tactical command and flying units took part in last year's joint Air Force-Army training exercise, "Desert Strike," conducted by the U.S. Strike Command, April 17-30.

Desert Strike involved approximately 100,000 airmen and soldiers, of which 10,000 or 10 percent were Air National Guardsmen. They covered a tri-state area comprising 13-million acres of California, Nevada and Arizona.

Three tactical fighter squadrons of F-100s, F-86s and F-84s were composed of volunteers throughout the Air National Guard. They were

a part of the exercise's Mojave Force.

Two Air Guard Tactical Control Groups, the 152nd of Roslyn ANG Station, New York and the 157th of St. Louis, Missouri, plus their squadrons and flights from 12 states, furnished command communications for almost the entire exercise.

The Air National Guard also furnished air transport support.

A NEW AWARD, the Air Reserve Forces Meritorious Service Ribbon was established by the Air Force on April 7, 1964.

The ribbon will be awarded only upon the specific recommendation of an individual's unit commander, for "exemplary behavior, efficiency and fidelity while serving in an enlisted status in the Air Reserve Forces." The new ribbon may be awarded any time after one year from the date of its establishment, based on the pre-

ceding four years of service. Criteria for the award is contained in paragraph 30.1 of AFR 900-10.

MORE THAN 10,000 Army National Guardsmen are flying in Air National Guard transports to summer training sites and exercises in the U.S. and overseas this year in a precedent-setting training program known as "Guardlift I."

The operation, aimed at raising the mobilization readiness of the Reserve forces, will involve approximately 7 Air Guard wings and 25 groups flying some 200 four-engine aircraft. Their Army counterparts are being transported to 11 training areas in continental U. S. and Hawaii, Alaska and Puerto Rico. Army Guard units from Hawaii and Puerto Rico are being flown to the U. S.

NEWS / page 6



ANG F-84Fs beside C-97 await takeoff from Puerto Rico in recent nonstop, overseas deployment "Shock Wave." [story pg. 6.]

ANG's new McCallister Trophy is modified by MSgt Edward Betley. Model goes to best ANG C-97 unit at AFA convention.



by Brig. Gen. I. G. Brown

*Assistant Chief, NGB,
for Air National Guard*

THE AIR NATIONAL GUARD IS MORE THAN A WARTIME MOBILIZATION FORCE



THE DECISION—now some seven years old—to assign to the Air Reserve Forces clear-cut operational missions has had a dramatic, and in some ways totally unexpected effect.

To state the matter bluntly, this decision, coupled with the events of the past few years has drastically changed the concept of the Air National Guard as a reserve force. Until a few years ago, the Air Force, like other military services, traditionally had relied on the Air Guard to supply the extra manpower and capability needed for wartime expansion. But today the Air National Guard is much more than a wartime mobilization force; it is, in fact, a vital part of the aerospace force in being, in peace as well as in war. This change in concept made necessary a complete reorientation of the Guard's force composition and total nature of its training curriculum.

We share with similarly organized elements of the Air Force Reserve a common, paradoxical problem. How to obtain the opportunity and the means to exploit a proven potential for performance of additional "actual" and full-time missions, at a time when a major part of the public still thinks of the Air National Guard in terms of "weekend warriors."

It is important to recognize that the broad term "public" here includes all those within the Air Force itself who have had no opportunity to be closely associated with the Reserve Forces. In this group we must include, also, those whose information concerning the Reserve Forces dates back many years.

There can be no question that this lack of "internal" information

concerning both the capabilities and limitations of the Air National Guard, and the Air Reserve Forces generally, has always and still seriously impairs the ability of these forces to contribute to the Air Force mission.

Those who think of us in terms of the immediate post World War II era no doubt would be shocked to learn that there are Air National Guard Ground Electronics Engineering Installation Agency squadrons so far advanced in their training mission that they are repaying to the Government—in projects accomplished—as much as is spent on their upkeep.

The contrast extends to the combat flying units, long the mainstem of the Air Guard, and now part of a more balanced air-ground team.

The typical Air National Guard fighter squadron of the late 1940's operated largely on an evening-drill, voluntary weekend flying basis. What it accomplished during the year in terms of fully operational performance was crowded into the annual "summer camp." And if bad weather intruded on the encampment period, we were out of luck.

Contrast this with the current annual experience of one typical Air Guard tactical fighter squadron.

Under Tactical Air Command requirements, each primary aircrew member of the squadron is authorized to fly quarterly three events in these categories: dive bombing, skip bombing, rocketry, strafing and air-to-air Dart target. They also are required to fly four aerial combat tactics missions and six different combat navigational profiles which simulate attacking enemy ground targets. In addition, they fly several other mis-

cellaneous missions to maintain high level of proficiency.

In the accomplishment of the and other requirements, this one Air Guard fighter squadron flew, during 1963, 2,755 jet sorties. This alone counted for 4,836 hours flying time an average of 403 hours monthly.

Just consider for a moment that until a few short years ago unit training in the Air Guard, with the exception of annual field training, was largely restricted to local areas. With advancements in technology and a signment of more modern and sophisticated weapon systems to the Air Guard, this concept of training has become virtually obsolete. An Air Guard heavy transport aircraft flies global missions every day and just in the past year the Guard has proved that long range, nonstop deployments of our tactical units in an Air Guard status are not only possible but are essential mediums by which the active establishment can assess the Guard's true capability.

Obviously, a great deal has been added since the days of the "Mutt and Jug." It is equally obvious that what is being accomplished in year-round flying rests on a very broad base of expanded proficiency in terms of maintenance facilities, trained technicians and sound administration.

From this base, the Air Guard has been able to expand into more diversified flying operations, accepting ground communications and electronic missions of increasing complexity.

This expansion also has paid untold dividends for the Air Force. An example is the just completed Exercise "Desert Strike." The A

"It's a vital part of the aerospace force in peace as well as in war."

ard contributed its two tactical control groups to the exercise providing almost the entire command communications for both task forces. Without these two groups the exercise would probably have been extremely handicapped since the Air Force has only one other similar unit available and its members are committed throughout the Free World. There were those, in 1949-1950, who were certain the militia concept was doomed as a useful factor in 21st century warfare. It would be equally foolish to assume that the developments made in the 15 years since represent the ultimate of which a modernized Militia is capable.

The record of those past 15 years demonstrates conclusively that the National Guard has measured up to successively higher standards and demands. Far from being doomed, the militia concept in the Air Guard has come progressively closer to its original form. With higher readiness requirements than ever before the National Guard has gone back to the days of the Minuteman. Today, Guardsmen are ready to respond as quickly as those original Minutemen who dropped their plows at the sound of the church bell in the square.

The question now is "Where do we go from here?" We have a top priority force; second to none. We have met every challenge thrown at us. The next obvious area for us to examine is whether or not this force is being used to its fullest capability.

In my opinion at the moment it is not. And a large reason for this is the communication lag.

For this reason it becomes essential that we let the public and the Air Force know what we can do so that every mission which we can perform is assigned to us, leaving Air Force funds and manpower free for other programs.

As just one example, where missile sites are close enough to centers of population—and they need not be large centers of population—the Air National Guard can organize the units to operate and maintain such sites for an indefinite period. This would not only provide a stable and efficient way to man these important sites but it would release funds that now are used for family housing, recreation and other personnel services for use where they will be of greater benefit to the Air Force family.

The question remains in many minds, I am sure, of just how competent is the Air Guard to perform these missions?

Competent enough, in the AC&W and fighter interceptor fields, for the Pacific Air Force to have turned over to the Hawaii Air National Guard the major responsibility for air defense of the island State. Competent enough in all fields to stand operational readiness tests on the same basis as units of the active Air Force. The results of these tests are available to all commanders and planners interested in making better utilization

of Air National Guard forces. They provide an exact indicator of just how we stand in relation to comparable units of the active service.

While we are proud of the results our units have achieved, in these and other evaluations, we are the first to admit that we operate under some very serious limitations, in addition to those one expects to encounter in a militia-type force.

We know with certainty that our present, generally high level of performance would drop off sharply after sustained operations, due to the limitation imposed upon us in regard to equipment, personnel strength and overall support.

During the mobilization of 1961-1962, the policy of gathering up "filler" personnel from far and near to correct budget-imposed strength limitations proved to be inefficient both as regards the needs of the unit, and the general effectiveness of the individual. Because of this, we are urging that our units be permitted to recruit to 100% of their UMD. I am happy to say that we have, in this effort, the enthusiastic support of many of the Air Force commanders under whom we would operate in time of war or lesser emergency.

The Air Force is working with us in our continuing effort to seek more modern equipment such as the F-105 aircraft that were recently delivered to the 108th Tac Fighter Wing at McGuire AFB, New Jersey.

I am confident that the "marriage" of such equipment to the demonstrated competence of a fully manned Air National Guard unit will enable us not only to maintain already achieved standards, but increase our effectiveness from the first day of mobilization on.

I am convinced that all that has been accomplished to date can be considered as no more than a process of preparation, a growth toward a maturity that will enable the Air National Guard to take its place in the Air Force, not only as a wartime support, but on a much greater scale as an integral part of the permanent Air Force operating structure.

The stability, the strong bond of community and state support provided by our nature as part of the Organized Militia of the several states, and, above all, our record to date of demonstrated performance justifies, I am convinced, this desire for more and greater responsibilities.



at exercises give "internal" proof of Air Guard's augmentation ability. Army Lt. Billy Cone, Navy Lt. George Strohsal, and Guardsmen, Lt. Col. Bert Smith and Maj. James Carter "teamed" during exercise Desert Strike.

AIR FORCE Chief of Staff General Curtis E. LeMay has called for an intensified effort in meeting goals of the Air Force Cost Reduction and ICE (Increased Combat Effectiveness) programs.

In a letter to all members of the Air Force, General LeMay cited the request of President Johnson that every person in government "perform our mission with the utmost in thrift and frugality . . . to get a dollar's value for every dollar spent."

"We have made progress during the first half of fiscal year 1964 and can be proud of our achievement of approximately \$1.8 billion in cost reductions so far this year," the chief of staff wrote. "However, we can't rest on past accomplishments."

"Meeting our goal will require intensified effort from all of us, a greater degree of cost consciousness, and a concerted effort to find better, simpler and more economical ways of doing our job," he said.

Striving for economical operation is no innovation in the Air Force, and responsive and economical management has always been a primary Service goal, General LeMay noted.

"But today," he said, "the challenge is greater than ever before. Cost reduction proposals must be mission oriented, carefully weighed to assure alignment with our objectives, and evaluated to be certain that combat effectiveness is neither endangered nor degraded.

"I urge every member of the Air Force to support the Cost Reduction and ICE Programs with a maximum effort to insure their success," he emphasized.

PROFESSIONAL competence of Air National Guard KC-97 tanker and F-84F tactical fighter crews during an aerial refueling mission in connection with Operation "Shock Wave" last month, drew praise from Tactical Air Command.

Air Guardsmen of the 126th Air Refueling Wing, Chicago, Illinois, refueled 12 Ohio ANG "Thunderstreaks" in 15 minutes and 20 seconds while covering only 51 nautical miles of air space over Florida on May 3. Such a refueling operation generally takes an average of 90 nautical miles to accomplish.

The TAC command post monitoring the operation radioed that they had never seen 12 jets refueled so quickly.

The jets were among 23 aircraft from the 178th and 179th Tactical Fighter Groups of Springfield and

Mansfield, Ohio, who were returning home after taking part in "Shock Wave."

They had departed their bases on April 30, flying nonstop to Puerto Rico for two days of air-to-air gunnery training. The nonstop deployment to Puerto Rico and return was made possible by the refueling capability of the 126th.

In a message to the three unit commanders, General Walter C. Sweeney, TAC commander commented, "The outstanding success of Operation 'Shock Wave' clearly demonstrated the professional capability of Air National Guard tactical fighter units to rapidly and efficiently deploy nonstop to overseas destinations utilizing air-to-air refueling enroute. The execution of the mission in such an exemplary manner conclusively demonstrated the professional competence of the participating tactical fighter and air refueling units. I realize the detailed planning and high degree of supervision required to accomplish a movement of this type. Please convey my congratulations to all participating personnel."

A UNIQUE "Mail Order" book service is offered Air Force Reservists by the Continental Air Command Library Service Center at Robins AFB, Georgia. Reservists can now borrow non-fiction and technical books.

Personnel can select and order the books he desires from lists circulated through local Reserve units. This can be done by using the CONAC

Form "Reference Library Request" or by writing a letter or postcard giving name, grade, serial number, organization and complete titles of books desired. Requests should be addressed to: Miss Aileen Ellis, Extension Services Librarian, Robins AFB, Georgia. Books will be loaned for a six-week period.

ACTIVATION of two courses, Noncommissioned Officers Academic, and Dial Central Office Equipment Specialist (All-Relay Systems), has been announced by the Extension Course Institute, Gunter AFB, Alabama.

The first, Course 7A is a modified version of Course 7, recently deleted from the curriculum. It consists of the first four units of the old course and covers organization of the Air Force, customs, courtesies, drill and ceremonies, military justice and Code of Conduct, airman personnel administration and written and spoken communication.

This course carries 141 study hours and 47 credit points creditable toward Reserve retirement. It is open to all men first class or above who have completed the old ECI Course 1, Officer Candidate School Correspondence Course, within the past two years.

The second, Course 3636 is a volume course dealing with equipment used for the operation of All-Relay dial systems. It covers in detail the circuits which constitute the equipment. Completion of the course carries 30 credit points.

Refueling capability is demonstrated by an Indiana ANG F-84F and a Wisconsin KC-97 over Hulman Field, Ind., during Armed Forces Day.



List of Units to be Phased Out under the New Air Force Reserve Recovery Program Concept:

ALABAMA
Montville9328 AFRR Sq

ARIZONA
Phoenix9621 AFRR Sq

ARKANSAS
Hot Springs9423 AFRR Sq
Tuttgart9424 AFRR Sq

CALIFORNIA
Los Angeles8641 AFRR Gp
Pasadena8642 AFRR Gp
Van Nuys Park8643 AFRR Gp
San Diego8645 AFRR Gp
Santa Loma8647 AFRR Gp
Lamada8648 AFRR Gp
San Jose8649 AFRR Gp
Fresno8650 AFRR Gp
Sacramento8652 AFRR Gp
Los Angeles9614 AFRR Sq
Santa Barbara9616 AFRR Sq
Ventura9617 AFRR Sq
San Diego9622 AFRR Sq
Oakland9629 AFRR Sq
Salinas9632 AFRR Sq
San Francisco9635 AFRR Sq
Sacramento9637 AFRR Sq

COLORADO
ueblo9530 AFRR Sq

DELAWARE
New Castle9213 AFRR Sq

DISTRICT OF COLUMBIA
Washington National
Airport8375 AFRR Gp

FLORIDA
Miami8441 AFRR Gp

IDAHO
Win Falls9602 AFRR Sq

ILLINOIS
Chicago8570 AFRR Gp
oline9500 AFRR Sq
ockford9501 AFRR Sq
eoria9502 AFRR Sq
.....9515 AFRR Sq

INDIANA
Port Wayne8575 AFRR Gp
Indianapolis9507 AFRR Sq
Vansville9508 AFRR Sq
outh Bend9517 AFRR Sq

IOWA
ttumwa9538 AFRR Sq
ason City9539 AFRR Sq
urlington9541 AFRR Sq
aterloo9542 AFRR Sq

KANSAS
alina9534 AFRR Sq
ansas City9544 AFRR Sq

KENTUCKY
wensboro9219 AFRR Sq

LOUISIANA
New Orleans8502 AFRR Gp
Lake Charles9422 AFRR Sq

MAINE
Millinocket9122 AFRR Sq
Portland9123 AFRR Sq

MARYLAND
Baltimore9211 AFRR Sq

MASSACHUSETTS
Worcester8301 AFRR Gp
Springfield8311 AFRR Gp
Fitchburg9113 AFRR Sq
Worcester9114 AFRR Sq
Beverly9115 AFRR Sq
Orange9118 AFRR Sq
New Bedford9120 AFRR Sq

MICHIGAN
Selfridge8571 AFRR Gp
Detroit9504 AFRR Sq
Flint9505 AFRR Sq
Lansing9510 AFRR Sq
Grand Rapids9511 AFRR Sq
Traverse City9512 AFRR Sq

MINNESOTA
Rochester9522 AFRR Sq

MISSOURI
Kansas City8581 AFRR Gp
Springfield9545 AFRR Sq
Malden9548 AFRR Sq

NEBRASKA
Omaha9527 AFRR Sq

NEW JERSEY
Newark9108 AFRR Sq

NEW YORK
Rochester8303 AFRR Gp
Syracuse8304 AFRR Gp
New York City8306 AFRR Gp
Buffalo8307 AFRR Gp
Mitchel AFB8309 AFRR Gp
Mitchel AFB600 Air Base Gp
Mitchel AFB600 Air Base Sq
Mitchel AFB600 Air Evac Sq
Mitchel AFB600 Rad Surv Sq
Rochester9100 AFRR Sq
Binghamton9102 AFRR Sq
White Plains9105 AFRR Sq
Idlewild9106 AFRR Sq
Islip9109 AFRR Sq
Mitchel AFB9110 AFRR Sq
Mastic9111 AFRR Sq

NORTH CAROLINA
Charlotte8439 AFRR Gp
Winston-Salem9305 AFRR Sq

NORTH DAKOTA
Bismarck9524 AFRR Sq

OHIO
Independence8377 AFRR Gp
Toledo8380 AFRR Gp
Cincinnati8381 AFRR Gp
Akron9221 AFRR Sq

OKLAHOMA
Tulsa8510 AFRR Gp
Enid9415 AFRR Sq

OREGON
Salem9609 AFRR Sq
Eugene9610 AFRR Sq

PENNSYLVANIA
New Cumberland8370 AFRR Gp
Coraopolis8371 AFRR Gp
Philadelphia8372 AFRR Gp
Allentown9200 AFRR Sq
Wilkes-Barre9201 AFRR Sq
Reading9202 AFRR Sq
Harrisburg9203 AFRR Sq
Johnstown9204 AFRR Sq
Erie9205 AFRR Sq
Pittsburgh9206 AFRR Sq
Altoona9207 AFRR Sq
Philadelphia9208 AFRR Sq

RHODE ISLAND
Providence8312 AFRR Gp
Providence9119 AFRR Sq

SOUTH CAROLINA
Columbia9300 AFRR Sq

SOUTH DAKOTA
Mitchell9525 AFRR Sq
Watertown9526 AFRR Sq

TENNESSEE
Knoxville8437 ASRR Gp

TEXAS
San Antonio8503 AFRR Gp
Dallas8505 AFRR Gp
Houston8511 AFRR Gp
Longview9406 AFRR Sq
Austin9411 AFRR Sq
Houston9418 AFRR Sq
Beaumont9419 AFRR Sq
Galveston9420 AFRR Sq

UTAH
Salt Lake City9627 AFRR Sq

VERMONT
Rutland9117 AFRR Sq

VIRGINIA
Roanoke8373 AFRR Gp
Front Royal9214 AFRR Sq

WASHINGTON
Vancouver8639 AFRR Gp
Seattle8640 AFRR Gp
Seattle9612 AFRR Sq
Olympia9613 AFRR Sq

WEST VIRGINIA
Clarksburg9227 AFRR Sq

WISCONSIN
Green Bay9519 AFRR Sq
Wausau9520 AFRR Sq
Janesville9521 AFRR Sq

AIR FORCE RESERVE FORCE'S DETERMINATION

Medical...



Lt. E. L. Middleton, nurse in new Reserve Medical unit, instructs A3C Paul Levy at Hanscom Field.

SATELLITED to the modern Air Force concept that is the design of the new Air Force Reserve medical program. As an accepted augmentation force, units will receive direct supervisory support from major air commands and their medical facilities.

The success of the program depends upon its attraction of high caliber individuals in the officer and man medical career fields.

Typical of the type personnel already serving in units is Second Lieutenant E. Lorraine Middleton. She is one of the first Air Force Reservists to make the change to the new program. Miss Middleton first entered the Air Force Reserve in 1957 as an airman assigned to the 94th Troop Carrier Wg., 1st Air Force, Hanscom Field, Mass. Upon graduation from a two-year nurse education program at City Hospital in Boston, Airman Middleton was commissioned and assigned to the 619th USAF Hospital (Reserve), Boston.

The recent reorganization of Air Force Reserve medical unit program includes the activation of a total of 148 Medical Service units to replace its hospitals and casualty staging units.

On March 8, 1964, the 401st Medical Service Unit became one of the first of the new Reserve medical units to be activated and soon afterward, Lieutenant

WAF...



Sharon Hurd, first Reserve WAF recruited by USAF, welcomed by Brig. Gen. J. McPartlin, 442nd TCWg.

AIR FORCE RESERVE teamed with USAF in recruiting Service early this year in a recruiting test program to add more officers and airmen (male and female) to the Reserve rosters. The first WAF (Woman in the Air Force) to enlist in the Air Force Reserve under this test program was Miss Sharon Lee Hurd of Kansas City, Missouri. Miss Hurd was officially "sworn in" on March 3, 1964, by Brig. General J. H. McPartlin, commander, 442nd Troop Carrier Wing, Richards-Gebaur AFB, Missouri.

After completing an eight-week course in basic training at Lackland AFB, Texas, Airman Hurd will receive technical school training and then return to Kansas City where she will be assigned to the 442nd Troop Carrier Wing for the balance of her six-month tour of active duty. She will then attend the wing's unit training assemblies one weekend each month and take part in the annual, 15-day summer training periods.

Other recent WAF enlistees in the Air Force Reserve are Airman Patricia A. Bogdanow of Miami, Florida, who is a member of the 8441st Air Force Reserve Recovery Group, Miami, and Airman Lois Harwarth of Hollywood, Florida, assigned to the 9th

Here are three

Idleton, became one of the first Reserve Nurses officially assigned to such a unit. Headquarters for the 1st Flight is L. G. Hanscom Field.

By the end of this month, forty-one of the new units have been activated. Their locations and authorized strength by grade and career field are on page 14.

The Medical Service groups and flights are designed to provide a maximum of functional flexibility. Because of their close affiliation with active Air Force medical facilities, they will be able to "fuse" with those facilities for immediate augmentation or expansion; and, they will provide a replacement capability if active personnel are deployed to support contingency or other emergency operations. Also, the Reserve units will participate with active medical facilities in exercises designed to minimize the effects of local disasters.

About 7,100 Reserve medical service personnel will be required to fully staff the new units. With 148 units located at Air Force bases across the country, participation in Air Force Reserve's medical program will extend to many more professional and technical personnel. About 4,000 Reservists assigned to units being deactivated will be phased into the new organizational structure with a minimum of displacement.

Air Force Reserve Recovery Squadron, also in Miami. Women with or without prior military service may enlist in the Air Force Reserve to fill a variety of important and interesting positions with Reserve units. They are usually located close to their homes. There are Air Force Reserve units in every state and in most major cities of continental United States. With relatively few exceptions, WAF officers and airmen serve in all Air Force career fields. Specialties such as Information, Administration, Supply, Weather, Medical, Personnel, Finance and Intelligence, are but a few of the career fields in which WAF personnel are doing an outstanding job. WAF Reservists are entitled to all Reserve benefits including pay, travel, education, promotion, retirement, and the opportunity to serve with community and industrial leaders who also are members of the Air Force Reserve.

Requirements for enlistment in the Air Force Reserve as WAF are contained in Air Force Regulation 7 and USAF Recruiting Service Manual 33-3. Age limits for nonprior service airmen (WAF) are 18 to 34 and for women with prior service, 18 to 34.



Summer training plans are reviewed by TSgt. R. L. Orwig and Lt. Col. E. P. Johnson, 165th Cmdr.

Weather...

LITTLE PUBLICIZED, but highly competent and productive are Air National Guard's weather flight personnel. Air Guard maintains 22 such flights at locations across the nation, Hawaii and Puerto Rico.

They have a total manpower authorization of 352 (67 officers and 285 airmen), a relatively small number when compared to the more than 170 other ANG units and almost 24,000 personnel assigned to USAF's Military Air Transport Service (MATS). ANG's weather flights are assigned to MATS for training supervision and inspection. They and the other ANG units augment MATS in accomplishing its global missions, and give the command added capability to expand on short notice.

The 165th ANG Weather Flight at Shewmaker ANG Base, Louisville, Kentucky, serves as a good example of these units, their personnel and the job they are doing for USAF.

The primary peacetime mission of the 165th is training—insuring that its 14-man complement stays abreast of the techniques, equipment and skills involved in meteorology.

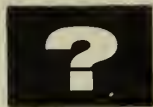
Flight Commander is Lt. Colonel Edward P. Johnson. While training, these Guardsmen make practical and money-saving contributions to USAF flying units and other ANG units in their geographic area. The Flight provides weather support in the form of forecasts and briefings to the 123rd Tactical Reconnaissance Wing, Kentucky ANG. Chief Forecaster, Maj. Robert R. Mansfield and his assistant, Capt. James Lowe brief Tactical Air Command pilots and air-crews.

The 165th Weather Flight is scheduled to conduct its summer encampment training exercise at Otis AFB, Mass. At Otis the Air Guardsmen will work directly with an active duty USAF weather detachment.

Another job scheduled for the 165th during its summer training is a demonstration of mobile weather equipment including a meteorological station (TMQ-1) and a forecaster kit (MA-1). Air National Guard is making this equipment available to all ANG weather flights.

This year, for the first time, an ANG weather flight will conduct its summer training outside the continental United States in Alaska. The unit is the 196th, Ontario International Airport, Calif. The encampment will be held at Fort Wainwright, Alaska from July 11 to 25.

QUESTIONS & ANSWERS



This column is designed to clarify problems of general interest to members of the Air Reserve Forces. Personal problems should be discussed with your unit personnel officer. Letters not used in the column cannot be answered.

I applied for appointment last year under provisions of the "Outstanding Reserve Airmen Commissioning Program." I was notified by my unit that I had been considered by a board of officers which convened at ARRC in Denver but that I was not selected. Can I apply again this year or am I not eligible since the board turned me down once? You certainly may apply again under this program if your unit commander determines you are eligible under requirements established in CONAC letter 45-6, Sept. 13, 1963. All appointments under this program are on a "best qualified" basis and there is no limit on number of times you may apply as long as you remain eligible under the criteria for this procurement objective.

I notified my Selective Service Board of my change of address when I was released from active duty and assigned to the Air Force Reserve. Why is mail from the Air Reserve Records Center still forwarded to my old address? It is very important you also notify the Air Reserve Records Center promptly at any time you change your mailing address. Send a postal card or a change of address card, available at all post offices, to the Air Reserve Records Center, Attn.: RM, 3800 York Street, Denver, Colorado 80205. Be sure to include your Air Force Service Number. Your prompt attention to this matter will insure that you receive matters of importance to you as a member of the Air Force Reserve.

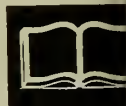
In 1955, while in the senior ROTC program at college, I signed an 8-year deferment agreement. Prior to appointment as a Reserve officer, Section 651 of Title 10, U.S. Code, was enacted (Aug. 9, 1955) reducing to 6 years the obligated service of persons thereafter assuming military status. I then signed a new 6-year deferment agreement and was subsequently appointed a 2nd lieutenant, AF Reserve. Do I have a 6 or an 8-year Reserve obligation? You have an obligation to serve a total of 8 years from and after date of appointment. Congress did not intend to reduce any previous valid 8-year deferment agreement where deferment thereunder was actually enjoyed.

As a staff sergeant in the Air Force Reserve, not on extended active duty, must I have the permission of the Air Force to marry a German national presently in the United States? Both Air Force Regulations pertaining to marriage of AF personnel (AFR 34-12 and AFR 211-2) apply only to personnel on EAD. We know of no requirement for official AF permission to marry in your case. However, this reply should not be construed as expressing any opinion or judgment regarding any immigration question or any possible security question.

I am a captain in the Air Force Reserve (WAF), not on extended active duty. I served as an airplane pilot in the WASP (Women's Air Force Service Pilot) during World War II. My service during this period was honorable and I was later commissioned a 1st lieutenant in the Reserve. Am I entitled to have my service in the WASP credited to me for retirement purposes? Since the WASP organization was purely a civilian one, membership therein created no Reserve or other military status within the meaning of 10 USC 1332 or 1332, the section under which you desire that WASP service be credited. Accordingly, under the provisions of paragraph 123b (15) of AFM 35-7, your WASP service is not creditable toward Title III type retirement.

I was released from the Air Force during May 1962 for hardship reasons and have been carried in the Standby Reserve since my release. I recently received a request from ARRC to again justify my hardship. Why is this necessary? The statements I submitted while on active duty are in my records at ARRC. Annually, the ARRC is required to survey obligated Standby Reservists to determine whether the reasons for their original placement in Standby currently exist. Accordingly, new documents to support retention in the Standby are required each year.

AEROSPACE LIBRARY



A History Of Flight, Courtlandt Canby (Hawthorne, \$4.95). Third volume in The New Illustrated Library of Science and Invention series. Mr. Canby re-creates the bravery and dedication of the men who planned and flew the machines to mold aviation history.

The World Of Flying Saucers: A Scientific Examination Of A Major Myth Of The Space Age, Donald H. Menzel and Lyle G. Boyd (Doubleday, \$4.50). A scientific look at unidentified aerial phenomena, commonly called "flying saucers."

Escape: From The Air And From The Sea, Eloi Engle (John Day, \$4.95). An interesting account of the development of escape systems from the parachute to today's mechanisms for space vehicles.

A Survey Of The Moon, Patrick Moore (Norton, \$6.95). A complete guide to the moon, its geography, geology and movements from the viewpoint of the observational astronomer.

The Compact History Of The U.S. Air Force, Lt. Col. C. V. Glines, Jr., USAF (Hawthorne, \$4.95). A current and highly readable account that traces the development of aviation from the first successful balloon ascension in 1783 through the many growing pains to make the USAF the elite force that caused the Soviets to withdraw during the Cuban missile crisis.

Aerodynamics: A Space-Age Survey, John E. Allard (Harper & Row, \$2.95). A comprehensive outline of the scope of aerodynamics, the science of air in motion, and its important role in the planning of space-age vehicles.

In the hopper

*Bills favorable to
the Air Reserve Forces
before Congress or proposed
by Air Force or Department of Defense.*

H.R. 88-119, amends Title 37, U.S. Code, to increase the rates of basic pay for members of the uniformed services. It suggests an increase in active duty basic pay of 3 percent for officers and 2.4 percent for enlisted personnel with over two years service. Member of the Air Reserve Forces would receive the raise only for active duty. New rates would be effective October 1, 1964. **STATUS:** Forwarded to Congress on February 7, 1964. Action this session depends on passage of Civilian Pay Bill.

H.R. 88-38, amends the "Retired Serviceman's Family Protection Plan" in order to protect the right to annuities of survivors of retired service members. It would entitle Reserves to receive pay when they become eligible to have applied, rather than the first day of the next succeeding month. It would prevent a loss of survivor benefit under the Plan should death occur between dates of eligibility and first day of succeeding month. **STATUS:** Introduced August 7, 1963. Navy is preparing DOD report.

H.R. 220, permitting exchange of National Service Life Insurance policies, including term policies, to a modified life plan. **STATUS:** Passed by both House and Senate, amendments, April-June 1963. Awaiting joint Senate-House conference to resolve differences.

H.R. 2500, to equalize the treatment of Reserves and Regulars in the payment of per diem. It would amend Title 37 so that the term "permanent station" may also include home of member. It also would permit payment of per diem to Reservists and National Guardsmen under circumstances in which per diem is payable to active duty personnel. **STATUS:** Favorable report forwarded to Congress on May 18, 1964. Hearing by House Armed Services Committee expected in June.

H.R. 2501, provides permanent authorization for the promotion of qualified Reserve officers of the Army and Air Force to existing unit vacancies. **STATUS:** Hearing by House Armed Services Committee set for June. Action by July, possible.

H.R. 2502, provides for the remission or cancellation of an indebtedness due the U.S. by enlisted members of the National Guard. **STATUS:** To Congress, January 30, 1964. Hearing by House Armed Services Committee expected in June.

H.R. 2504, amends Titles 10 and 32, U.S. Code, making the Federal Civil Service Retirement Act applicable to National Guard Technicians and bringing them within the purview of the Federal Employees' Group Life Insurance Act of 1954, as amended, and the Federal Employees Health Benefits Act of 1957. **STATUS:** Revised proposal incorporating Navy and Air Force recommendations, submitted to BOB, April 23, 1964.

H.R. 2506, amends Title 32, U.S. Code, with respect to the systems of courts-martial for the National Guard not in Federal service. **STATUS:** Air Force forwarded favorable DOD report to House Armed Services Committee on June 24, 1963. Action this session unlikely.

H.R. 2509, would authorize Reserve officers to combine service in more than one Reserve component in computing the four years of satisfactory Federal service necessary to qualify for the uniform maintenance allowance of \$50.00. It would remove the inequity for Reservists and National Guardsmen who move to a new location because of their civilian occupations and who cannot continue in the same type of Reserve component. **STATUS:** Army forwarded favorable DOD report to House Armed Services Committee on August 27, 1963.

H.R. 8340, would provide an incentive plan for participation in the Ready Reserve consisting of special pay to those members of a Reserve component who enlist or re-enlist in the Ready Reserve for a period of at least three years. The special pay would be \$100.00 upon enlistment, re-enlistment or extension of his enlistment, and an additional \$100.00 upon completion of each satisfactory year of that enlistment. **STATUS:** Army, Navy and Air Force differences in approach forwarded to OSD for resolution on May 20, 1964.

H.R. 8760, amends Title 10, U.S. Code, to provide for the training of certain Reserve units organized to serve as a unit. It would authorize each unit of a Reserve component, other than the National Guard, that is organized to serve as a unit to: assemble for drill and instruction at least 48 times each year; and participate in training at encampments, maneuvers, or other exercises, at least 15 days each year. **STATUS:** DOD report opposing enactment forwarded to Bureau of Budget for clearance on May 15, 1964.

H.R. 9124, would amend Title 10, U.S. Code, to vitalize the Reserve Officers' Training Corps programs of the Army, Navy and Air Force. It would provide a steady flow of selected high-quality junior officers for active duty with the Air Force. **STATUS:** Reported out of House Armed Services Committee last November. Has not reached House floor for consideration.

H.R. 6000, similar to S. 370 and H.R. 4589, would provide that all service be counted in determining the amount of retired, retirement or retainer pay for enlisted men which would have been counted for the same purposes if he were a commissioned officer. **STATUS:** DOD has proposed amendments to S. 370 which would authorize enlisted personnel to credit any known active duty Reserve membership to the same extent that commissioned officers are allowed, subsequent to May 31, 1958. Passed House in July 1963. Awaiting action by the Senate.

AFLI 1429, D/D E.O. Document 119. "Establishing the Reserve Emergency Service Medal," to be awarded Reserves of the Armed Forces who, after September 25, 1961, are involuntarily ordered to active duty during periods of international tension or crisis. Air Force has suggested order be broadened to include those who voluntarily serve or will serve in direct support of contingency actions. **STATUS:** Air Force is renewing its efforts to gain acceptance of this proposal which can be accomplished by an Executive Order.



McConnell



Potts



Weinstein



Boespflug

*"Without people
complicated weapons and
machines would be meaningless."*

New Posts... Awards... Records...

General John P. McConnell will become Air Force vice chief of staff, replacing General William F. McKee, who retires July 31. General McConnell has served as deputy commander in chief, U.S. European Command, since October 1962. He spent more than 11 years with Strategic Air Command and was its vice commander in chief for more than a year prior to his European assignment.

Maj. General Ramsay D. Potts Jr., has assumed a new M-Day assignment as Mobilization Assistant to the Commander, Continental Air Command with headquarters at Robins AFB, Georgia. General Potts' previous M-Day assignment was assistant to the deputy chief of staff, Plans and Operations in headquarters, USAF, Washington, D.C. As a Reservist, the General has also served as commander, 459th Troop Carrier Wg., Andrews AFB, Maryland; deputy assistant chief of staff for Reserve Forces, Hq. USAF, and as deputy commander, Second Air Force Reserve Region, Andrews AFB.

Colonel Roy C. Weinstein was designated "Flight Surgeon of the year for Continental Air Command," at a meeting of the Society of USAF Flight Surgeons held May 11, at Miami Beach, Florida. An Air Force Reservist, Colonel Weinstein serves in a dual capacity as surgeon for Air Force Reserve's 452nd Troop Carrier Wing, and as commander of the 942nd Tactical Hospital, both at March AFB, California. General Thomas S. Power, commander in chief, Strategic Air Command, made the presentation.

Lt. Colonel Jacqueline Cochran, Air Force Reservist and World-famed aviatrix, recently flew a F-104G "Starfighter" to an unofficial women's speed record of 1,429 m.p.h., at Edwards AFB, California. She also holds the old record of 1,273 m.p.h. set in March 1963, in a two-seat version of the F-104. Her new women's mark was set at an altitude of 37,100 feet.

Airman Second Class Richard K. Baldwin, an Air Force Reservist assigned to the 931st Troop Carrier Gp., Bakalar AFB, Indiana, has been named runner-up in the annual, nationwide "Newsfilm Photographer of the Year" competition. The award is sponsored by the National Press Photographers Association. Airman Baldwin rated the distinction for his excellent TV movie coverage of the Indianapolis Coliseum explosion on Halloween night, 1963. Airman Baldwin has produced many still photo and movie projects for the Air Force Reserve, including photographic coverage of his unit's participation in such joint exercises as Swift Strike, Bright Star and Pine Cone.

1st Lieutenant Frances Boespflug of Albuquerque, recently became the first woman to be sworn into the medical section of the New Mexico Air National Guard. A registered nurse since 1950, Lieutenant Boespflug is assigned to the 150th Fighter Group dispensary at Kirtland AFB, Albuquerque.

A3C Lloyd House of Window Rock, Arizona, became one of the first Navajo Indians to join the 8644th Air Force Reserve Recovery Group of Phoenix, Arizona, on March 16. Airman House, who is an Indian agent for his tribe, was sworn into the Air Force Reserve in a ceremony on the Navajo Reservation witnessed by tribal council officials and Brig. General Jack Gibbs, commander, 6th Air Force Reserve Region, Hamilton AFB, California.

CIVIL AIR PATROL

predictions... recovery... commendation

l-tinted "time capsule" recently
ed in the foundation of the Fed-
Aviation Agency's new multi-
ion dollar Air Traffic Control
ter at Houston, Texas, contains
rmation about the present day
l Air Patrol for citizens of the
century.

arious officials and organizations,
cluding CAP, were invited by the
A to place documents containing
rmation about their organizations
the "time capsule," which was em-
ded in the center's concrete founda-
on. Also included were predic-
s for the year 2000 A.D., when
capsule is slated to be opened.
onstruction of the modern con-
center began last December and
pletion is scheduled for June
5. At that time the center will as-
e air traffic control responsibili-
now handled by San Antonio and
Orleans.

on the Pacific Coast, the meshing
CAP personnel and equipment
that of an Air Force Reserve Re-
very squadron, was effectively dem-
onstrated at Santa Clara, California.
ome 50 members of Santa Clara
P Squadron 36, lent a helping
d to the 9631st Air Force Reserve
covery Squadron which needed
sportation and communications
nnel for a northern California
very operation.

AP personnel, jeeps, mobile ra-
and light aircraft were used in
operation. CAP members acted
injured crew members of a theo-
ically damaged troop carrier air-
t and also simulated crewmen
had "bailed out" of the damaged
e. CAP aircraft and ground res-
teams conducted the search for
ymen.

he 9631st commander paid trib-
to the CAP squadron, telling its
mander, Lt. Col. George L. An-
ws, that without their aid the
ing exercise could not have suc-
ed.

n the Nation's Capital, a new CAP
t squadron, designed to prepare
ng men and women for positions
erospace leadership has been or-
ized at Bolling AFB.

memberships are available to
hs in the 13-18 year age group.

In devastated Anchorage, and else-
where in Alaska, CAP personnel ral-
lied and in less than an hour after
the "Good Friday" earthquake of
March 27, they were working closely
with state and local organizations,
assisting in recovery operations.

Merrill Field, Anchorage Group
CAP headquarters, became the cen-
ter of around-the-clock operations.
From 15 to 20 volunteers manned
the headquarters in the days immedi-
ately following the disaster. They op-
erated communications systems, flew
search and rescue missions and pro-
vided airlift for nurses, electricians,
police, engineers and other essential
personnel to remote areas.

CAP pilots are credited with fly-

ing 193 sorties for a total of 271
hours, during which they evacuated
20 individuals and transported 142.

Immediately following the close of
the initial recovery mission on April
7, an additional mission called "Op-
eration Helping Hand" was begun.
During this mission CAP flew 342
sorties, logged 327 hours and evacu-
ated 3 people. In addition to airlift-
ing over 70,000 pounds of food, they
also air dropped fodder to hungry
livestock.

"Never in our long history of co-
operation has the Civil Air Patrol
proved to be of greater help," com-
mented Dick Gordon, Red Cross di-
rector for the Alaskan disaster relief
action.



CAP papers are placed in time capsule by Miss Houston, Sandra Aycock. Col. A. Herzberg, USAF and FAA's D. McHam, watch.

Fodder for dropping to hungry livestock, is loaded at Merrill Field, by Anchorage CAP cadets following recent earthquake.



Help Wanted

LEGEND: For officer grade identification: O-6 stands for Col.; O-5 for Lt. Col.; O-4, Maj.; O-3, Capt.; and O-2, 1st Lt. Where openings exist in the same Air Force Specialty Code (AFSC) for more than one grade, the lowest and highest grades are indicated. Example: O-2/5 means there are openings for grades first lieutenant through lieutenant colonel. Airman: The AFSC identifies the job title. The letter "X" in AFSC (646X0) indicates openings in more than one grade. E-2 indicates Airmen Third Class; E-3, A2C; E-4, A1C; E-5, SSgt; E-6, TSgt; E-7, MSgt; E-8, SMSgt; and E-9, CMgt. Example: 906X1, E-4/6 indicates openings for airman first class to technical sergeant in the Medical Career field.

The following vacancies exist at CONAC Aeromedical Evacuation units. Positions offer up to 48 paid drills, a 15-day tour of active duty annually, retirement points, and possible promotion. Applicants should write to unit of choice, giving full name, address, grade and AFSC.

CALIFORNIA

Mather AFB, 303 Aeromed Evac. Gp., Officer: 9035, O-2/4 (1). Airman: 64630, E-3 (1); A902X0B, E-6/9 (5).

FLORIDA

Miami, PO Box 785, 37 Aeromed Evac. Sq. Officer: 9025, O-2/3 (1); 9035, O-2/3 (1); 9754, O-1/3 (12). Airman: 64650, E-3/4 (1); A902X0B, E-4/8 (21); 906X1, E-4/6 (2).

ILLINOIS

Chanute AFB, 46 Aeromed Evac. Sq. Officer: 9035, O-2/3 (5); 9754, O-2/3 (1). Airman: 64630, E-3 (1).

MICHIGAN

Selfridge AFB, 45 Aeromed Evac. Sq. Officer: 9025, O-2/3 (3); 9754, O-3 (10). Airman: A902X0B, E-4/8 (24).

MISSOURI

Richards-Gebaur AFB, 36 Aeromed

Evac. Sq. Officer: 9035, O-2/3 (1); 9754, O-2/3 (13). Airman: 64650, E-4 (1); A902X0B, E-4/8 (39).

OREGON

Portland IAP, 40 Aeromed Evac. Sq. Officer: 9025, O-2/3 (3); 9754, O-2/3 (41). Airman: 64650, E-5 (1); A902X0B, E-4/6 (51).

PENNSYLVANIA

Coraopolis, 33 Aeromed Evac. Sq. Airman: A902X0B, E-4/6 (10).

TEXAS

Kelly AFB, 34 Aeromed Evac. Sq. Officer: 9754, O-2/3 (40). Airman: 64630, E-3 (1); A902X0B, E-4/6 (51); 90631, E-3 (1).

UTAH

Salt Lake City, 32 Aeromed Evac. Sq. Officer: 9025, O-2/3 (3); 9754, O-2/3 (35). Airman: A902X0B, E-4/8 (60).

The following Part I M-Day vacancies exist at the 1611th Air Transport Wing, McGuire AFB, N. J. and the 62nd Troop Carrier Wing, McChord AFB, Wash.

1611th Air Trans. Wg. Officer: 1045C, O-2/3; 1435Z, O-2/3; 1515Z, O-3; 4344, O-3; 4355, O-3; 5525, O-3; 5534, O-3; 5554, O-2; 6044, O-2/3; 6424, O-2; 6524, O-3; 7924, O-2; 8124, O-3; 8824, O-3. Airman: 20470, E-6; 22351, E-5; 27150, E-4/5; 27170, E-6/7; 29150, E-4; 29352, E-4; 29372A, E-6; 30150, E-5; 30151B, E-5; 30170, E-7; 30171B, E-6/7; 40370, E-6; 42172, E-6/7; 42270, E-6; 42271, E-6/7; 423X0, E-5/7; 43151A, E-5; 43151E, E-5; A43151F, E-5; 43171A, E-6/7; A43171A, E-6/7; 43171E, E-6/7; A43171F, E-6/7; 43190, E-8/9; 43250, E-5; 432X1, E-5/7; 43290, E-8/9; A43570, E-6/7; 46250, E-5; 47150, E-5; 47151, E-5; 47170, E-7; 532X0, E-5/6; 53350, E-5; 534X0, E-7/8; 54250Z, E-5; 54270Z, E-7; 54350, E-5; 54370, E-7; 545X0, E-5/6; 546X0W, E-5/6; 55150, E-5; 55151, E-5; 55170, E-7; 55250, E-5; 56350, E-5; 56370, E-7; 56470Z, E-7; 56450Z, E-5; 56550, E-5; 56570, E-5; 571X0, E-4/6; 60350A, E-4; 60370, E-7; 605X0, E-4/6; 60551, E-4/5; A606X0, E-4/6; A607X0, E-5/7; 621X0, E-4/6; 622X0, E-4/7; 62350, E-4/5; 64350A, E-4/5; 64550, E-5; 646X0, E-4/6; 64750, E-5; 67151, E-4/5; 702X0, E-4/7; 70450, E-4/5; 72150, E-4/5; 732X0, E-4/6; 771X0, E-4/7; 77171, E-6/7.

62nd TCWg. Officer: 1055C, O-3/4; 1435Z, O-3; 1535, O-2; 6044, O-3; 6424, O-3; 6834, O-3; 6896, O-3; 7024, O-3; 7324, O-3; 7524, O-3; 8016, O-4. Airman: 27150, E-5; 27470, E-6; 301X0, E-5/6; 30151, E-5; 34250F, E-5; 42151, E-4/5; 42152,

E-4/5; 42171, E-6/7; 42173, E-6; 42153, E-4/5; 422X0, E-4/6; 42350, E-4; 431X1A, E-4/7; A43171A, E-6/7; 432X1, E-4/7; 43470, E-7; A-43570, E-6/7; 53150, E-4; 53250, E-4; 534X0, E-4/6; 60350A, E-4; 60551, E-4/5; 60570, E-6/7; A607X0, E-5/7; 64650, E-4/5; 68550, E-4/5; 70250, E-4/5; 73250B, E-4/5; 771X0, E-4/7; 92250A, E-4/5.

Printed below are officer and airman Part I Mobilization Assignment vacancies at the Air Materiel Area, Olmsted AFB, Middletown, Pennsylvania. Rated positions are authorized pay for 48 training periods and 15 days active duty annually. Non-rated positions are authorized pay for 24 training periods and 15 days active duty.

PENNSYLVANIA

Olmsted AFB, Middletown AMA. Officer: 1334, O-3 (1); 1435Z, O-3 (4); 2816, O-3 (1); 2826, O-3 (1); 2836, O-3 (1); 3034, O-2/3 (1); 3044B, O-2/3 (1); 4344, O-3 (1); 4355, O-3 (1); 6424, O-2/3 (3); 6434A, O-2/3 (1); 6444A, O-3 (2); 6476A, O-3 (4); 6524, O-3 (1); 7024, O-2 (1); 8824, O-3 (2); 8924, O-3 (1); 9124, O-2 (1); 9216, O-3 (1); 9326, O-3 (2); 9735, O-2/3 (1); 9754, O-2/3 (5). Airman: 27150, E-5 (3); 30474, E-6 (1); 31171W, E-6 (1); 40350, E-5 (1); 42171, E-6 (1); 42370, E-6 (1); 43470, E-6 (1); 60350A, E-4 (1); 62150, E-5 (1); 62270, E-6 (1); 62250, E-4/5 (11); 62271, E-6 (1); 64550, E-5 (4); 64650, E-5 (1); 64750, E-4 (2); 68170, E-7 (1); 68150, E-5 (4); 68570, E-6/7 (4); 68550, E-5 (7); 68770, E-7 (2); 70150C, E-4 (1); 70270, E-7 (1); 70250, E-4/5 (3); 70430, E-4 (4); 70590, E-8 (1); 70570, E-6 (1); 70550, E-4/5 (4); 73250B, E-4/5 (3); 77150,

E-4 (20); 90170, E-7 (2); 90150, E-4 (3); 90270B, E-6/7 (7); 90250B, E-4/5 (14); 90252, E-5 (1); 90254, E-5 (1); 90370, E-6 (1); 90450B, E-4 (2); 90570, E-6 (1); 90550, E-4/5 (1); 90670, E-7 (2); 90650, E-4/5 (1); 90651, E-4 (1); 98150, E-5 (1).

The following officer and airman Part I, M-Day position vacancies exist at the AF Systems Command's Air Proving Ground Center, Eglin AFB, Florida. Applicants should forward three completed copies of Air Force forms 1288 and 1051, to the 3201st Air Base Group (PGBPM-4), Eglin AFB, Florida.

Officer: 2334, O-4; 2626, O-2/3; 2636, O-2/3; 2725, O-2/3; 2816, O-4; 2826, O-4; 2836, O-2; 2896Z, O-6, O-3/4; 3016, O-4; 3034, O-3; 3234 A/C, O-3; 3275 A/B, O-3; 6416, O-4; 6424, O-2/3; 6534, O-3; 6724, O-3; 8124, O-3; 8824, O-3; 9025, O-5; 9156E, O-4; 9186, O-2; 9216, O-4,

O-2; 9236, O-2/3; 9326, O-6; 992 O-4; 9366, O-3; 9386, O-3/5; 941 O-5; 9436, O-4; 9586, O-3; 9626, O-4; 9636, O-3; 9656, O-4; 9725, O-4; 9745, O-3; 9754, O-3; 9926, O-4. Airman: 271X0, E-4/7; 274X0, E-4; 301X0, E-4/5; 301X1A, E-4/5; 3212 E/K, E-5; 322X0B, E-7, E-5; 32271 F/H, E-5/7; 32370C/L, E-6; 403X0, E-5; 421X1, E-6; 421X2, E-4/6; 421X3, E-4/6; 422X1, E-4/6; 422X0, E-4/6; 423X0, E-5; 431X1AC/E, E-4/7; 431X2, E-4; 432X0, E-4/6; 432X1, E-4; 434X E-5; 461X0, E-4/7; 462X0, E-4; 471X0, E-5; 531X0, E-4/6; 532X E-4/6; 534X0, E-4/6; 552X0, E-4; 603X0A, E-4; 607X0, E-5; 621X E-4/5; 622X0, E-4/7; 622X1, E-4; 645X0, E-7, E-5; 646X0, E-7, E-5; 647X0, E-4; 671X0, E-6/7; 681X E-4; 702X0, E-4/7; 702X1, E-4; 704X0, E-4/5; 711X0, E-6, E-5; 713X0, E-6; 721X0, E-6; 732X0 A/C, E-4/7; 771X0, E-4/7; 902X2, E-7, E-5; 902X8, E-5; 902X0B, E-6, E-5; 903X0, E-7, E-4; 904X0B, E-7, E-4/5; 906X0, E-4/6; 906X1, E-4/5; 981X0, E-4/5.

By June 30, forty-one new medical service units will have been activated (See The AIR RESERVIST, May '64). They vary in size according to authorized personnel strength as indicated below:

	"A"	"B"	"C"	"D"
	Grade No.	Grade No.	Grade No.	Grade No.
Physicians	O-3/6 (11)	O-3/6 (6)	O-3/5 (4)	O-3/5
Nurses	O-2/5 (19)	O-2/4 (5)	O-2/4 (4)	O-2/3
Dentists	O-4 (1)	O-4 (1)	O-4 (1)	O-4
Veterinarians	O-4 (1)	O-4 (1)	O-4 (1)	O-4
Medical Service Corps	O-3/5 (5)	O-3/5 (3)	O-3/5 (3)	O-4
Chaplain	O-3 (1)	—	—	—
Medical Airmen	E-4/9 (126)	E-4/7 (34)	E-4/7 (25)	E-4/7

Listed below are the new medical service squadron and flight locations with size of unit in quotes.

CALIFORNIA

March AFB, 24th Sq. "A"
Travis AFB, 25th Sq. "A"
Norton AFB, 414th Flt. "B"
Hamilton AFB, 416th and 545th Flts. "B"
Castle AFB, 417th Flt. "D"

COLORADO

Lowry AFB, 411th Flt. "D"
USAF Academy, 413th Flt. "D"

FLORIDA

Orlando AFB, 404, 405th Flts. "B"
420, 421st Flts. "C"
MacDill AFB, 406th Flt. "C"

ILLINOIS

Chanute AFB, 26th Sq. "A"
Scott AFB, 426, 544th Flts. "B"

INDIANA

Bunker Hill AFB, 412th Flt. "D"

LOUISIANA

Barksdale AFB, 425th Flt. "D"

MARYLAND

Andrews AFB, 22nd Flt. "A", 403rd Flt. "B"

MASSACHUSETTS

Otis AFB, 19th Sq. "A", 402d Flt. "B"

L. G. Hanscom Fld, 401st Flt. "D"
Westover AFB, 21st Sq. "A"

MISSISSIPPI

Keesler AFB, 419, 541st Flts. "B"

NEW JERSEY

McGuire AFB, 20th Sq. "A", 4540th Flts. "B"

OHIO

Wright-Patterson AFB, 23rd Sq. "A"

TEXAS

Amarillo AFB, 424, 543rd Flts. "B"
Carswell AFB, 410th Flt. "B"
Dyess AFB, 427th Flt. "D"
Ellington AFB, 32nd Sq. "A", 423rd Flts. "B"
James Connally AFB, 409th Flt. "A"
Lackland AFB, 408th Flt. "B"
Perrin AFB, 407th Flt. "B"

WASHINGTON

McChord AFB, 546th Flt. "B"

The following Part I Mobilization assignment (Category B & D) vacancies exist at the 31st Tactical Wing (TAC), Homestead AFB,

Airman: 30150, E-4 (1); 42453, (2); 42353, E-5 (1); E-4 (1); 431X E-7 (1); E-6 (1); E-5 (3); E-4 432X0, E-6 (2); E-5 (4); 64650, (3); 70250, E-4 (1).

Force Point of View

MILITARY STRENGTH: In a statement on U.S. military strength released in April the Department of Defense reported that: "Today the United States Air Force has 540 strategic bombers maintained constantly on alert which could take off and fly to their targets in the face of a surprise missile attack. In contrast, it is estimated the Soviets could place over this country, on one-way missions, no more than approximately 120 bombers plus perhaps an additional 150 medium bombers, the targets for which would be limited to the Atlantic and the northwest areas of the United States. The Air Force has today on launchers approximately 1,000 intercontinental ballistic missiles; the Soviets have only about one-fourth of that number in operation. We have 192 Polaris missiles deployed; the Soviets have only about 100. The Soviets have substantially fewer submarine-launched ballistic missiles in operation. Each of our Polaris missiles is carried on a nuclear powered submarine—only a small percentage of the Soviet missile submarines are nuclear powered. Each of our Polaris missiles can be launched while the submarine is below the surface—none of the Soviet missiles has that capability. Each of our missiles has a range of 2,000 miles or more—the range of the Soviet missiles is less than one-third as much."



NEW PROJECTS: Secretary of Defense Robert S. McNamara included the following items in a recent report: "A total of several of some 208 new projects under development in DOD:

Minuteman II will have an accuracy twice that of Minuteman I; this produces the same improvement in effectiveness against hard point targets as a yield increase of 8-fold. Minuteman II also will increase payload available by 30 percent. Total development cost will be over \$850 million, of which \$700 million is scheduled through the end of FY '65. In terms of destructibility, Minuteman II is as different from Minuteman I as the B-52 is from the B-47. . . .

One of the first actions of the Administration was to double the size of the critical penetration aids program. Annual expenditures on this program have grown from about \$20 million in 1961 to \$200 million requested for FY 1965. These have produced a variety of new hardware which has already entered the inventory. . . . The F-111A, which will provide the Air Force with a tactical bomber of more than double the range and payload of the F-4, will have a payload previously available, and the F-111B, which will give the Navy an air-superiority fighter with a greatly advanced fire control/missile system (the Phoenix system) and extended loiter time. It is potentially usable for air defense of the continental U.S. and for strategic offense. The F-111 will be developed at over \$315 million this year and close to \$1 billion in FY 1965. . . ."

The Mobile Mid-Range Ballistic Missile, which the Air Force has not yet been willing to fund into the

stage of full development would provide a mobile capability untargetable by the enemy, which could be deployed anywhere in the world by air in a few days. The MMRBM will be funded at over \$170 million this year, and we asked \$110 million in FY 1965."



TARGET PLANNING: Free World strategic target planning has been described by the Commander of Strategic Air Command, General Thomas S. Power: "SAC still represents some 80 to 90 percent of the total nuclear firepower in the Free World and, at its headquarters, maintains the most extensive targeting and intelligence facilities for strategic operations in existence."

"Because of the unified nature of this nuclear team, the Secretary of Defense [in 1960] provided that the deputy director of the Joint Strategic Target Planning Staff (JSTPS) be a Navy flag officer; and my present deputy is Vice Admiral R. J. Stroh. The staff is composed of a relatively small number of carefully selected officers from the Army, Navy, Marine Corps and Air Force who are experts in the various weapon systems and operations covered by the JSTPS. They develop the nuclear operational plan in conjunction with representatives of all participating unified commands and are supported by SAC's own Intelligence and Operations personnel."

"One innovation of the greatest significance to the deterrent posture of the Free World is the recent addition of NATO officers from West Germany, Italy, the United Kingdom and France as representatives of the Supreme Allied Commander in Europe. While the JSTPS is concerned directly only with the general-war plans of the U.S. nuclear strike forces, NATO representatives are kept current of our planning as it affects their own operations and thus can assist, on a day-to-day basis, in coordinating NATO's war plans with ours."



STRATEGIC AIRCRAFT: In answer to questions before the Senate Committees on Armed Services and Appropriations in February, General LeMay said that "studies undertaken during the past year have strengthened our belief that an advanced strategic manned aircraft is urgently required to complement our missile capabilities during the 1970 time period." Some questions and answers released from the hearings by the Committee on Armed Services:

Senator: "We have had testimony before this committee to indicate that a new specially designed strategic aircraft of large size was not necessary because of the remarkable performance expected from the TFX; that it will be able to carry a cargo load of bombs greater than the B-29 of World War II; that it would have tremendous range, and that it would fill in any gap in manned aircraft. What do you say to that?"

LeMay: "It will have a long range. . . . The main trouble with the TFX is that it is a small airplane, and it will not carry the things you need to penetrate modern defenses and still have long enough range to do it. It is not a big enough airplane to do this. It is going to do the job fine in a tactical role but in the strategic role it is just not big enough to do it."

Senator: "In other words, it can carry a nuclear warhead but it can't carry the other things that will assure its ability to deliver that nuclear warhead?"

LeMay: "Deep into enemy territory, yes sir. . . ."

OFFICIAL BUSINESS

USAF Recurring Publication
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RESERVE CAMERA

① Air Force Academy Liaison officers, Reservists, Maj. Walter McNeil (r) and Maj. James Smith discuss Operation "Grass Roots" recruiting plans with AF Academy Cadet Thomas Webster during latter's visit to Pikesville, Ky. Cadet Webster spoke to high school students in Kentucky and West Virginia, informing them of benefits of an Air Force Academy education. ② Air Guardsman, A3C James Sally, 123rd Tactical Reconnaissance Wg., Louisville, Ky., teaches basic Russian to fellow Guardsmen in support of USAF's multi-lingual objectives. Airman Sally holds a masters degree in foreign languages. ③ Air Force got a firm assist from members of the 8310th AF Reserve Recovery Gp., Boston, Mass., recently as they teamed with a local radio station to advertise booklets informing public of the reason for sonic booms. (l-r) Col. John Thompson, Capt. Warren Shields, Mr. Joe Clementi, announcer, and Mr. John Day, program director. ④ Maj. General John P. Henebry, Air Force Reserve chairman of the MATS Reserve Forces Policy Council, discusses MATS mission of the 301st Air Rescue Sq., Homestead AFB, Fla., during a recent visit to the Air Force Reserve unit. With the general is 301st Commander, Lt. Col. Marcus C. West.

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JULY 1964

the air reservist

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES

Dramatic "from the ground up" photograph captures the spirit of teamwork in STRICOM's joint exercise DESERT STRIKE as a RB-66 on a photo mission overflies an Army Honest John artillery rocket. Photos taken by Tactical Air Command reconnaissance pilots were studied by skilled photo interpreters to locate enemy targets. (see DESERT STRIKE, page 8).

**DESERT
STRIKE**

PROPERTY OF THE
4-1964
PROPERTY OF AIR FORCE

T H I S I S S U E

E . . . features the joint-services' exercise DESERT STRIKE, bylined by an Army National Guardsman, and stories of summer encampments and maneuvers. Also highlighted are individual and unit achievements by members of the Air Reserve Forces.

the air reservist

Vol. XVI—No. 5

July 1964

AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

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Chief of Staff, United States Air Force

Maj. Gen. Curtis R. Low

Ass't Chief of Staff Reserve Forces, USAF

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Outstanding Unit Commanders, Col. Claude J. Norton (l), 8646th AFRRGp. and Lt. Col. Marcus C. West (r), 301st AResc. Sq., are congratulated on awards by VP for Air, Col. Floyd Nagel at ROA convention

THE RESERVE Officers Association held its 38th National Convention in Portland, Oregon, June 10-12. The three-day session drew some 1200 members and guests.

Assuming office as the association's new president was Rear Admiral Edgar H. Reeder of the Naval Reserve, who succeeded Army Reservist Maj. General James E. Frank. This position is rotated among the three services.

The new vice president for Air is Brig. General Donald S. Dawson, prominent Washington D. C. attorney. (See PEOPLE).

Other Air Force Reservists named to office were: 1st Lieutenant Richard P. Brosseau, of L. G. Hanscom Field, Massachusetts, who was elected junior vice-president for Air and Lt. Col. Tom E. Marchbanks Jr., commander of the 433rd Troop Carrier Wing, Kelly AFB, Texas, who was elected as national executive committeeman for air.

Among those receiving ROA's Distinguished Service Citation during the convention were: Air Force Reservist, Col. Carroll S. Geddes, commander of the Air Reserve Records Center in Denver, Colorado and Col. William L. Kimball, assistant chief of staff of Continental Air Command.

Two Air Force Reserve units also received "Outstanding" awards. They were the 301st Air Rescue Squadron of Homestead AFB, Florida and the

8646th Air Force Reserve Recovery Group of Long Beach, California. Accepting the awards were unit commanders, Lt. Col. Marcus C. West and Col. Claude J. Norton.

Next year's ROA convention will be held in Detroit, Michigan.

EARLIER the 301st Air Rescue Squadron and the 8646th Air Force Reserve Recovery Group were named Continental Air Command's "Outstanding" Air Force Reserve unit and Recovery group for 1964, respectively.

The two outstanding units competed with Reserve units throughout the nation. Competition will be held later this year to name the "Outstanding CONAC Air Force Reserve Flying Wing."

The 301st, also winner of the Military Air Transport Service's "Outstanding Unit Award-1963," was cited among other things for: maintaining overall manning status of 85 percent or better during the past 12 months closing April 30, with 90 percent 96 percent attendance at inactive duty training assemblies; 93 percent attendance at 15-day active duty encampment; achieving a C-2 rating on two operational readiness and general inspections during 1963; and maintaining high general support capability rescue missions and assistance.

recruiting efforts resulting in 100 percent airman manning in both group and squadron aided the 8646th in winning the top award in its category. The intensive retention program was really outstanding, resulting in 100 percent retention during the competition. The group also realized a 92 percent participation in both voluntary and mandatory training meetings. The 8646th was reported 100 percent operationally ready during the month period and demonstrated unusual capability by recovering first line tactical aircraft—a record never equaled by any CONAC group; and has been consistently "first" in developing new techniques, exploring new phases and increasing the usefulness of the Retention program.

OUR NEW Air Force Reserve Air Force flights have been activated and more are scheduled for activation during the next four months. Activated on April 18, were the 1st Air Postal Flight, Dobbins AFB, Georgia and the 5th Air Postal Flight, Ft. Miley, San Francisco, California.

Those flights activated June 18 were the 2nd APF, Greensboro, North Carolina and the 6th APF, Los Angeles, California. The 3rd APF, Memphis Municipal Airport, Tennessee and the 7th APF, Oakland Municipal Airport, California, are to be activated August 18; the 4th APF, Maxwell AFB, Alabama and the 8th APF, Alameda, California, October 18.

Like their two parent air postal groups which were activated last September at Dobbins AFB and Ft. Miley, the flights have been designated as category "A" with 48 paid periods annually as well as the usual two weeks of active duty training. Each flight will be authorized 22 Reservists, two officers and four airmen.

The Air Postal Groups and their flights will provide complete post-service within a given area of responsibility, and immediate assistance and augmentation of the world-military postal network.

APPROXIMATELY 350 first lieutenants, captains and majors were considered for unit or mobilization assignments by a board convening at the Air Reserve Records Center in Denver, Colorado, June 1-2.

Another board will convene at the Records Center August 3-4 to con-

sider approximately 470 Reserve second lieutenants for promotion to first lieutenant. To be eligible, the latter officers must hold a promotion service date on or before June 30, 1962 and be in an active status.

Approximately 3625 Reserve first lieutenants will be considered for promotion to captain by an ARRC board meeting August 31. Eligible officers must hold a promotion service date on or before December 31, 1961, have a total years service date on or before December 31, 1958, and must have been in an active status for one year prior to board's convening.

REGULAR Air Force and Air Force Reserve recruitment, advertising and motivation functions have been consolidated under the Director of Personnel Procurement and Retention of the USAF Military Personnel Center at Randolph AFB, San Antonio, Texas.

Before the reorganization these functions were accomplished by Continental Air Command at Robins AFB, Georgia and Air Training Command's activity at New York City.

Purpose of the merger is to promote a closer tie-in of plans and policies for the active force and Air Reserve and to effectively provide for the needs of the USAF.

In addition, duplication of effort in dealings with production sources will be eliminated. The sharing of personnel and facilities coupled with more extensive use of original art-

work and layouts for both programs is expected to lead to greater economy of operations and efficiency.

Materials produced by the organization includes, radio, television spots, feature materials, motion picture films, booklets, pamphlets and other printed matter.

New items and prescribed methods of distribution will be announced in Air Force publications bulletins.

Radio and television broadcasting advertising materials will continue to be distributed on an automatic basis for radio and TV stations nationwide. Films intended for other than broadcast will be distributed through the Air Force Film Library.

QUOTAS FOR FY '65 Reserve Officer Recall Program have been issued by the USAF Military Personnel Center. Qualified Reservists in the grades of lieutenant and captain are urged to submit applications for extended active duty in accordance with AFR 45-26.

Quotas for nonrated officers exist in the following Air Force specialties: 174X, 18XX, 19XX, 254X, 262X, 269X, 284X, 289X, 31XX, 32XX, 43XX, 55XX, 575X, 643X, 652X, 67XX, 689X, 74XX, 752X, 80XX.

Openings for rated officers are for pilots only. Applicants must meet the requirements of AFR 45-26, with the exception that the educational requirements in paragraph 8a of the regulation are waived for pilots.



USAF's 1963 Flight Safety Award is accepted by Col. Earl Anderson (l), Cmdr., 452nd TCWg., March AFB, Calif., from Maj. Gen. F. T. McCoy Jr., Tactical Air Command. Wing is four-time recipient of award.

SUMMER ENCAMPMENTS

airlifts . . . paratroops . . . medicine . . . meteorology

THOUSANDS of Air Force Reservists and Air National Guardsmen from units throughout the nation are participating in annual 15-day summer encampments or joint training exercises. Discontinuance of the annual Swift Strike exercises has made it possible for many Air Guard and Air Force Reserve units to conduct their training under unfamiliar weather conditions and with other units having a variety of missions and objectives. Following are some recently reported exercises and summer encampments.

KING CRAB V

Summer encampments for the 909th, 910th and 911th Troop Carrier Groups, of the 459 Troop Carrier Wing, Andrews AFB, Maryland were conducted from June 13-27.

The 909th is at Andrews, while the 910th is at Youngstown Municipal Airport, Ohio, and the 911th at Greater Pittsburgh Airport, Coraopolis, Pennsylvania.

Highlight of the summer encampment was exercise "King Crab V," a joint Air Force-Army venture conducted at Elmendorf AFB, Alaska.

The operation was designed to test all phases of the troop carrier unit's combat capability including paratroops, airlift of Army units and the movement of heavy equipment.

Fourteen C-119 aircraft, six from the 909th, and four each from the 910th and 911th participated in the exercise.

A C-124 of the 917th Troop Carrier Group, Barksdale AFB, Louisiana, lent airlift support to the 459th mission by hauling some 24,000 pounds of equipment to Alaska.

Another highlight of the encampment took place in the wooded area adjacent to Andrews AFB, Maryland, when the 909th Tactical Hospital of the 459th Wing conducted their summer training.

In addition to a 36-bed field hospital the personnel of the 909th manned a medical complex consisting of a laboratory, dispensary, dental clinic, X-ray, surgical facilities, wards and command quarters.

Jet aircraft landing and taking off from nearby Andrews provided a backdrop of realistic combat atmosphere for the Reservists as they prepared their unit for maximum efficiency in the event of a crisis.

While part of the 459th Wing spent their summer encampment in Alaska or at Andrews, the 909th, 910th and 911th Groups flew a total of 80 aerial delivery missions and numerous training missions during operations from Byrd Field, Virginia.

Loadmasters of the wing's 909th, 910th and 911th Aerial Port Flights worked 12 hours a day as they made two air drops a day of heavy cargo to Fort Lee, Virginia. This marked the first time that all three aerial port flights have joined forces and participated in summer loadmaster maneuvers.

Through an Air Training Com-

mand course conducted simultaneously with the air operations the loadmasters were able to complete flight and written standardization evaluations and qualify as combat-ready air crew members.

SILVER FOX III

The Air Force Reserve's first C-rated troop carrier group, the 904th, recently returned to Stewart AFB, New York, from exercise "Silver Fox III" in Alaska.

It was the first extensive combat capability operation for the 904th Troop Carrier Group, 514th Troop Carrier Wing since its C-1 rating in April by Tactical Air Command.

Exercise "Silver Fox III" called for the airlift of a battalion of arctic infantrymen, plus their equipment and supplies including jeeps and weapons carriers, from Fort Wainwright near Fairbanks, to Nome on the Seward Peninsula.

Here the Army unit was to see out "aggressor" guerrilla forces played by other Army and Alaskan Army National Guard troops in an area where the snow cover was still up to four feet deep.

Despite limited visibility due to snow and rain, a total of 36 combat type sorties were flown over the 1,450 mile route by nine cargo laden C-119's during the airlift.

The 904th, the Regular Air Force and Army again demonstrated teamwork after the exercise when six C-119's paratropped 24,000 pounds of cargo and 120 paratroops from Fort Richardson, Alaska.

While the nine C-119s and supporting elements of the 904th gave support in Alaska, a contingent of four C-119s and crews of the 904th joined the 905th Troop Carrier Group, Bradley Field, Connecticut to conduct their annual training at Clinton County AFB, Ohio.

GUARDLIFT I

Air National Guardsmen have flown more than 3,000 of a total force of over 10,000 Army National

Alaskan Army infantrymen disembark from C-119 of 904th TCGp., which airlifted them from Fairbanks to Nome for operation "Silver Fox III."





Loadmasters, SSgts Henry Wright, Melvin Jackson and MSgt Jesse Tew ready cargo for air drop from 459th TCWg., C-119 during encampment.

Guardsmen to and from summer training sites and exercises in the U. S. and overseas since March 21.

Air Guard units which already have provided roundtrip airlifts for Army Guardsmen are the 146th Air Transport Wing, which carried 280 troops from Great Falls, Montana to Van Nuys, California; 137th Air Transport Wing, Oklahoma City, Oklahoma, which air-lifted 200 soldiers from Denver, Colorado to San Antonio, Texas; 116th Air Transport Wing, Marietta, Georgia, which moved 76 Army Guardsmen from Charlotte, North Carolina to Salt Lake City, Utah and 182 soldiers from Great Falls, Montana, to Pittsburgh, Pennsylvania.

Longest airlift was performed by the Van Nuys, California 146th Wing when they flew 600 Army Guardsmen from the Stockton/Alameda area, California to Hickam AFB, Hawaii and then returned them to Fresno, California.

Largest airlift to date was accomplished by the combined aircraft of the 133rd Air Transport Wing, St. Paul, Minnesota and the 137th Air Transport Wing, Oklahoma City, Oklahoma, when they carried 1250 Army Guardsmen from Minnesota to Elmendorf AFB, Alaska.

ARCTIC SHORE VI

Several Air Reserve Forces units will operate directly with the Alaskan Air Command and the U. S. Army in joint exercises to be held in July and

August. The 943rd and 944th Air Force Reserve Troop Carrier Groups, both of March AFB, California, are scheduled to airlift troops and supplies to Alaska in support of exercise "Arctic Shore VI" from July 5 to August 1.

Air National Guard's 196th Weather Flight, Ontario International Airport, California, becomes the first weather flight to perform its annual summer encampment outside the continental United States when it participates in "Arctic Shore VI" from July 11 to 25. The unit will be based at Fort Wainwright during the 15-day period and will provide low altitude weather information for par-

ticipants in the joint Air Force-Army maneuver. The 196th, commanded by Lt. Colonel Chalmer Day, will be flown to Alaska in C-119 aircraft of Air Force Reserve's 452nd Troop Carrier Wing, March AFB, California.

Two other Air Force Reserve units, the 942nd Troop Carrier Group, March AFB, California, and the 945th Troop Carrier Group, Hill AFB, Utah, will provide air transport support to the Army's 17th Special Forces unit. During this exercise, Reservists will transport Army paratroopers from the West Coast to the Alaskan Air Theater where they will be airdropped. Participation by the 945th will begin July 26 and end August 9. The 942nd will augment the Regular forces from August 1 to 15. The 942nd, 943rd, 944th and 945th Troop Carrier Groups are assigned to Air Force Reserve's 452nd Wing, March AFB, and receive training supervision and inspection from Tactical Air Command.

At still another encampment, Air Force Reservists of the 442nd Troop Carrier Wing and the 36th Aeromedical Evacuation Squadron, Richards-Gebaur AFB, Missouri, will team together for an airlift of more than 90 members of the 36th to Travis AFB, California.

Aircraft of the 442nd Wing's 917th Troop Carrier Group, Barksdale AFB, Louisiana and the 935th Troop Carrier Group, Richards-Gebaur AFB, will transport the 36th AME to Travis and back.

Also scheduled for an August exercise is the 349th Troop Carrier Wing, Hamilton AFB, California, which will provide airlift support to participating units. The exercise is "King Crab VI."



Needlework is performed on SSgt Donald Coleman (r), by SSgt Lionel Rouse during 459th TCWg. summer encampment at Andrews AFB, Md.

PEOPLE IN THE NEWS

Marrs



Estes

Dawson



Mason

Ray



Dr. Theodore C. Marrs has been named deputy for Reserve Affairs to the Special Assistant (Manpower Personnel and Reserve Forces), Office of the Secretary of the Air Force. Dr. Marrs was called to active duty with the 117th Tac Recon Wing, Alabama Air National Guard during the Berlin crisis. Subsequent to his release from active duty in 1962, he transferred to the Air Force Reserve and accepted an active duty tour as assistant to the Surgeon General for Reserve Affairs. He also has been a member of the ROTC and the Civil Air Patrol. Dr. Marrs received his MD degree from the University of Tennessee in 1944. Since then he has had extensive practice in pediatrics, written, directed and produced movies on cerebral palsy, birth injury, and rehabilitation of children, and has served on the President's Committee for the Handicapped.

Lt. General Howell M. Estes Jr., vice commander of the Air Force Systems Command, has been named to succeed General Joe V. Kelly as commander of the Military Air Transport Service. General Kelly retires July 31. The new command will mean a four-star promotion for General Estes, who has been AFSC vice commander since October 1962. Graduated from the U.S. Military Academy in 1936, the general was rated a pilot in 1940. During World War II he served as director of training at the Advanced Flying School, Brooks Field, and later commanded both Blackland Army Base, Waco, and Lubbock Army Air Field in Texas. From March 1945 to July 1951 he served on temporary duty as vice commander of the Far East Air Forces Bomber Command. During that time he flew 25 combat missions over Korea, totaling 328 hours in B-29. He has held successively important posts since.

Brig. General Donald S. Dawson, AFRes, was elected vice president for Air at the Reserve Officers Association 38th National Convention June 10-12, at Portland, Oregon. A prominent Washington D. C. attorney, General Dawson's Mobilization assignment is director, Security and Law Enforcement, office of the Inspector General, Hq USAF. General Dawson has the unique honor of being the only Officer Candidate School graduate to be appointed to the grade of general officer in the Air Force Reserve. He also has served as chairman of the ROA Air Force Affairs Committee, 1960-62; and chairman of the General Resolution Committee at recent ROA conventions and conferences.

Col. Joe L. Mason, USAF, becomes Civil Air Patrol's eighth regional commander on August 1, when Col. Paul C. Ashworth, USAF, national commander since December 1961, retires after 30 years of military service. Colonel Mason has been deputy regional commander of CAP since August 1962. Prior to that he was deputy commander of the USAF Third Air Force in Ruislip, England. During World War II, he commanded the 352nd Fighter Group in Europe and was credited with destroying five enemy aircraft. In the Korean conflict, he commanded the 49th Fighter Bomber Wing and flew 18 combat missions in F-84 "Thunderjets." Among Colonel Mason's many decorations are the Distinguished Service Cross, the Silver Star Medal, Legion of Merit, Distinguished Flying Cross and the Air Medal.

Maj. Irvin G. Ray, commander of Air National Guard's 102nd Aircraft Control and Warning Squadron, Howard, Rhode Island, received one of the few Joint Service Commendation Medals presented for Exercise DESERT STRIKE. General Paul H. Adams, U.S. Strike Command commander, personally made the presentation. Major Ray, who briefed the Joint Chiefs of Staff during the exercise, was awarded the medal for leadership, initiative and overall performance in establishing a control and reporting post in the desert. "His organization met all operational requirements despite many last minute changes, and satisfied the highest Air Force standards," the citation read.

SCANNING:

*Individual and unit endeavors
improve Air Reserve Forces' image...*

Recruiters...

CONTINENTAL AIR COMMAND'S "Outstanding Reservist" program is paying dividends for enterprising airmen. The program works in this manner: To be eligible for consideration, Reserve airmen must be assigned to an active Reserve unit and must have made substantial and significant contributions to the unit's Retention or Recruiting program.

Criteria for selection includes the amount of work the Reservist has done in a non-pay status to further unit objectives. A further consideration is his ability to create a favorable impression of the United States Air Force overseas.

Under the new program, selected Reservists are provided overwater indoctrination flights aboard Air Force Reserve C-124 aircraft. These are standard training flights and those chosen fly on a space available basis. The number of Reservists selected is based on quotas allotted the Air Force Reserve regions.

Thus far, ten NCO's have earned overseas trips to tropical Hawaii; the first four in February. They were: TSgt Ludie D. DeVaughn, 901st Tactical Hospital, L. G. Hanscom Field, Massachusetts; SSgt Walter R. Gilson, 9330th Air Force Reserve Recovery Squadron, St. Petersburg-Clearwater International Airport, Florida; TSgt Webster H. Ream, 924th Combat Support Squadron, Ellington AFB, Texas; and TSgt Thaddeus G. Johnson of the 937th Materiel Squadron, Tinker AFB, Oklahoma.

The second contingent of "Outstanding Reservists" made the trip last month: They included: SMSgt Bennie Harris, 514th Troop Carrier Wing, McGuire AFB, New Jersey; MSgt Richard L. Powell, 907th Materiel Squadron, 302nd Troop Carrier Wing, Clinton County AFB, Ohio; MSgt Francis H. Parmelee, 919th Troop Carrier Group, Memphis, Tennessee; SSgt Herbert H. Parsons, 8504th Air Force Reserve Recovery Group, Kirtland, AFB, New Mexico; MSgt George S. Barter, 9530th Air Force Reserve Recovery Squadron, Pueblo, Colorado; and WAF MSgt Janice J. McCraney, of the 9635th Air Force Reserve Recovery Squadron, Ft. Meade, California.

Flood Fighters...

WORKING IN SHIFTS around-the-clock, some 375 Montana Air National Guardsmen of the 120th Fighter Group, Great Falls, joined townsmen and other military personnel of that city in combating last month's raging flood water that brought death and destruction to the state.

Unit personnel augmented the Great Falls police force, carried out search and rescue missions, security patrols and emergency airlifts. They also provided mobile and fixed communications, fire protection and ground transportation.

It is estimated that the Air Guardsmen contributed 8,000 manhours of relief work.



Two of 375 Montana Air Guardsmen cleared debris as others gave vital aid following recent flood disaster.

As the Sun River began threatening the city, the Air Guardsmen worked shoulder-to-shoulder with others, preparing sandbags to ward off the rising flood.

Meanwhile, two of the unit's T-33 aircraft performed search missions, directing ground rescue parties.

On the ground, two radio-equipped trucks of the 120th patrolled threatened areas helping evacuate people and maintaining communications with active Air Force and Army National Guard helicopters doing search and rescue work. Air Guardsmen also were on duty at Civil Defense headquarters where they helped coordinate emergency requirements.

A boat rescue command post was established at the unit's fire station. Distress messages were relayed to the fire station and boats manned by volunteers were dispatched to areas where they were needed.

Working with local police, the Air Guardsmen helped seal off flooded areas. As the water receded only homeowners were allowed into the area during daylight.

For three and a half days, the 120th's crash-fire section assumed responsibility for fire protection in seven of Great Falls' fire districts. The city's regular fire department was unable to reach those districts because of the flood.

In addition the unit's lone C-47 flew 33 sorties, many in poor weather, delivering emergency food and medical supplies to affected areas. The unit also transported approximately 3500 gallons of fresh drinking water to the stricken area.

by Major Bruce Jacobs

New Jersey Army National Guard

DESERT STRIKE

"Air National Guard has graduated out of the training status category"

THREE COMPOSITE Air National Guard tactical fighter squadrons, two tactical control groups, Military Air Transport Service-mission ANG transports and runway-alert air defense units were among the participants in the United States Strike Command's recently-completed joint exercise DESERT STRIKE.

The more than 2,000 Air Guardsmen employed in DESERT STRIKE demonstrated, among other things, the wide variety of ways ANG forces can be used to support Regular USAF activities and joint or combined military exercises.

Three specific aspects of ANG participation in the joint Army and Air Force exercise represent three markedly different applications of Reserve manpower utilization and underline what Maj. General Winston P. Wilson, chief of the National Guard Bureau, describes as the "inherent ability of the Air Guard to react to any form of USAF requirement."

This is how ANG forces were utilized in DESERT STRIKE:

Provisional tactical fighter squadrons were formed by obtaining individual volunteers, officers and airmen, to serve for the entire exercise period.

Tactical control groups, with their subordinate aircraft control and warning elements, were tapped in active duty status.

MATS-mission Air Guard transports were used by direct arrangement with various transport wings engaged in current operations, and much in the same manner, runway-alert Air Defense Command fighter interceptor squadrons from California, Arizona and New Mexico took part.

The DESERT STRIKE exercise scenario evolved around a dispute between the mythical nations of Calonia and Nezona over water rights in the Colorado River watershed. This dispute escalated into simulated warfare on May 17. The Calonian forces Joint Task Force Mojave launched a surprise helicopter attack on two dams in a "demilitarized zone" sup-

posedly under control of the Organization of Western States.

The Nezonan's Joint Task Force Phoenix, struck back as air-supported ground forces poured across the Colorado River following a declaration of war by the Nezonan Prime Minister, General Jacob L. Devers, retired, former chief of Army Field Forces. The Calonian Prime Minister was retired Air Force General Nathan F. Twining, former chairman of the Joint Chiefs of Staff.

Air Guard MATS-mission C-97 and C-121 transport aircraft were used substantially during the deployment to and the return from DESERT STRIKE. The MATS Air Guardsmen racked up a total of 114 sorties. They airlifted 4,666 troops and 410,000 pounds of cargo.

During the problem North American Air Defense Command (NORAD) forces called on runway-alert Air Guard fighter interceptor forces.

The utilization of runway-alert squadrons stationed fairly close to the exercise area is regarded by NORAD and ADC officials as a classic example of how ANG forces can respond to air defense requirements.

The four squadrons involved were simply "on station and ready" when they were needed by one of the respective joint task forces. They were called on for DESERT STRIKE service just as they would be called on in an actual crisis.

The units on the Joint Task Force Mojave side, controlled by the Los Angeles SAGE sector, were the 195th and 196th Fighter Interceptor Squadrons of the California Air Guard at Fresno and Ontario. The California squadrons flew F-86L "Sabrejets."

On the Joint Task Force Phoenix side, and controlled by the Phoenix SAGE sector, were one Arizona and one New Mexico ANG F-100 "Supersabre" outfits—the 152nd and 188th Fighter Interceptor Squadrons of Tucson and Albuquerque. Although no sortie figures for the ANG squadrons were available at press

time the Guard and Active USAF interceptor squadrons racked up a total of 580 air defense sorties during the DESERT STRIKE action.

Both of the Air Guard's Tactical Control Groups—the 152nd and 157th—participated in DESERT STRIKE. Both were well fortified with experience gained in Swift Strike III in the Carolinas last summer, as in Swift Strike, were once again on opposite sides.

The 152nd Group headquarters deployed from home station at Rohnet, New York, to Norton AFB, California, from where it operated the tactical air control system for Air Force forces Mojave. The 157th Group headquarters, operating a similar system for Phoenix forces, deployed from St. Louis, Missouri, to Luke AFB, Arizona. The 152nd was commanded by Col. Bernard Saul; the 157th by Col. David W. Baugher.

While the group headquarters are one tactical control squadron in each task force operated out of Norton and Luke, other aircraft control and warning elements were deployed over a wide area. The Mojave support forces were scattered from Onyiah Peak, Big Bear Area, to the Piute Range, while the Phoenix forces were at Winterburg and Bouse, Arizona.

The Air Guard tactical control units in DESERT STRIKE were responsible for radar surveillance and air traffic control operations. Using their mobile radar equipment, the Guardsmen were kept busy tracking "hostile" aircraft, directing tactical fighter and tactical reconnaissance flights, assisting in the interception of enemy aircraft and working closely with Army elements—including two Army Guard combat brigades—in the direction of tactical air support.

In connection with this task each group was required to furnish the supported joint task force with Combat Reporting Center (CRC), Combat Reporting Post (CRP), Tactical Air Control Center (TACC) and the appropriate FM radio link.



ANG insignias show wide representation by States during Desert Strike.

The Air Guardsmen in the TACC at Norton AFB became involved in one of the most bizarre incidents of DESERT STRIKE when a forward air controller with the Joint Task Force Mojave forces was cut off and surrounded by Joint Task Force Phoenix troops. The FAC, Capt. Elmer G. Allred, in seeking help via radio put out a general CQ call which was promptly answered by Roy Meadows, a ham radio operator in Westwood, a Los Angeles suburb about 200 miles away. Meadows offered his help, made a phone patch which linked the FAC with the TACC whereupon immediate strikes were launched by two squadrons including the Air Guard 914th Tactical Fighter Squadron from China Lake NAS. The fighters were airborne within five minutes and succeeded in extricating Captain Allred and enabling him to rejoin his outfit.

The plan developed by U.S. Air Force Forces Strike Command (AFSTRIKE) called for the Air National Guard to furnish three tactical fighter squadrons for the exercise. A number of considerations led to the formation of three provisional organizations composed of personnel and equipment from various states.

All of the ANG squadrons under TAC control were already programmed for summer training and many of them for federal and operational readiness inspections. It did not appear prudent to substitute DESERT STRIKE for annual field training since important training

objectives would then have to be deferred, and exercise requirements would keep the designated squadrons in the maneuver area for more than the 15 days normally allotted to field training. General Wilson decided to go to the states for volunteers to man three provisional squadrons.

The squadrons were given exercise designations—the 914th, 915th, and 916th—and each was allocated a total of 62 spaces to include 20 officers and 42 airmen.

The 914th Tactical Fighter Squadron (Provisional), equipped with F-86H aircraft, was assembled at China Lake NAS, California, under its commander, Maj. James F. Fisher of the 101st Tactical Fighter Squadron from Boston, Massachusetts. The 914th drew its personnel and aircraft from four states and the Commonwealth of Puerto Rico. Two Massachusetts units were represented, the 102nd and 104th Tactical Fighter Groups; also, New York's 174th, Maryland's 175th, New Jersey's 108th, and Puerto Rico's 156th Tactical Fighter Groups.

The 915th Tactical Fighter Squadron was commanded by Lt. Col. Robert L. Smith of the 131st Tactical Fighter Group, Missouri Air National Guard. Other pilots, airmen, and F-100C aircraft for Colonel Smith's command came from Ohio's 121st, New York's 107th, Iowa's 132d, Kansas' 184th, and Colorado's 140th Tactical Fighter Groups. The 915th made China Lake NAS, its DESERT STRIKE home base.

The 916th Tactical Fighter Squadron (Prov.) commanded by Maj. James M. Kennedy of Ohio's 180th Tactical Fighter Group, helped write one of the first DESERT STRIKE headlines in an unusual nonstop cross-country flight. The ten ANG jets took off from five different fields in the eastern U.S., rendezvoused with Air Guard KC-97 aerial tankers over Nebraska, refueled in flight and flew on to Edwards AFB, California, where they were located for the exercise. Aircraft and personnel for Major Kennedy's squadron came from three Ohio outfits, the 178th, 179th, and 180th; and from Virginia's 192d, Illinois' 182d and 183d, Indiana's 122d and 181st Tactical Fighter Groups. (Refueling was handled by the 126th Air Refueling Group of Illinois and the 128th Air Refueling Group of Wisconsin).

Each squadron was supported by a provisional wing headquarters which provided a Combat Support Group (Regular USAF) to provide food and medical services, security, POL, surface transport and ground freight services.

"Obviously it wasn't quite the same thing as having your normal squadron organization to back you up," one of the provisional squadron commanders conceded, "but we were all determined we would make it work and everyone pitched in to see to it that it did work."

According to Major Fisher of the 914th, "It took us just one day working together—and suddenly we were operating as a unit."

All three of the squadron commanders were pleased with the results and with the speed with which it was possible to start operations. They also had high praise for the support given by the Navy.

Colonel Smith of the 915th felt that much of the success, "must be attributed to TAC standardization of requirements for air crews and maintenance personnel. Everyone was talking the same language."

Major Kennedy of the 916th gave a lion's share of the credit to the flight line airmen. "They really made it work," he declared. "Our line chief, SMSgt Gary Slavens from the Indiana Air Guard, ran as good a flight line as I have ever seen."

The flight line performance is reflected in an "in commission" rate of better than 97 percent for the three ANG squadrons during DESERT STRIKE with an abort rate of only about 2 percent.

Early in the play of DESERT

Help Wanted

LEGEND: For officer grade identification: O-6 stands for Col.; O-5 for Lt. Col.; O-4, Maj.; O-3, Capt.; O-2, 1st Lt. Where openings exist in the same Air Force Specialty Code (AFSC) for more than one grade, the lowest and highest grades are indicated. Example: O-2/5 means there are openings for grades first lieutenant through lieutenant colonel. Airman: The AFSC identifies the job title. The letter "X" in AFSC (646X0) indicates openings in more than one grade. E-2 indicates Airman Third Class; E-3, A2C; E-4, A1C; E-5, SSgt; E-6, TSgt; E-7, MSgt; E-8, SMSgt; and E-9, CMSgt. Example 646X0 E-3/7 indicates openings for airmen second class to master sergeant in the Supply Career field.

The following vacancies and AFSC descriptions exist at CONAC Mobile Communications, Air Rescue and Air Postal units. Positions offer up to 48 paid drills, a 15-day annual tour of active duty, retirement points, and possible promotion. Applicants should write to unit of choice, giving full name, address, grade and AFSC.

ALABAMA

Bates Fld., Det 5, 13 Mbl. Comm. Sq. Airman: 272X0, E-6 (2); 303X1, E-4 (1).

ARIZONA

Luke AFB, 302 Air Rescue Sq. Officer: 1035A, O-2/3 (2). Airman: 53430, E-3 (1).

Det 4, 12 Mbl. Comm. Sq. Airman: 272X0, E-3/7 (8); 29350, E-4 (1); 303X1, E-3/6 (2); 30431, E-3 (1); 36350, E-5 (1); 421X3, E-3/7 (8); 64650, E-5 (1).

Det 7, 12 Mbl. Comm. Sq. Officer: 1634B, O-3 (1). Airman: 272X0, E-3/7 (10); 29350, E-4 (1); 303X1, E-5/6 (2); 36350, E-4 (1); 421X3, E-4/5 (2).

CALIFORNIA

San Francisco, Hq. 2 Air Postal Gp. Officer: 7024, O-2/3 (2). Airman: 732X0B, E-5/6 (2).

5 Air Postal Flt. Officer: 7024, O-2/3 (1). Airman: 646X0, E-5 (1); 702X1, E-3/5 (15).

Hamilton AFB, Det. 5, 12 Mbl. Comm. Sq. Airman: 272X0, E-4/7 (10); 293X0, E-3/4 (2); 30451, E-5 (1); 42153, E-4 (1).

March AFB, 303 Air Rescue Sq. Officer: 1035A, O-2/4; 1535, O-2/3. Airman: 301X0, E-2/5; 431X1A, E-2/7; 922X0A, E-2/5.

Det 6, 12 Mbl. Comm. Sq. Airman: 272X0, E-3/7 (9); 303X1, E-3/4 (2); 304X4, E-3 (1); 363X0, E-5 (1); 421X3, E-3/4 (2).

Det 9, 12 Mbl. Comm. Sq. Airman: 272X0, E-4/7 (7); 303X1, E-3/4 (2); 304X1, E-3 (1); 304X4, E-4 (1).

Mather AFB, 12 Mbl. Comm. Sq. Officer: 1634B, O-4 (1); 6424, O-2/3 (1). Airman: 27270, E-7 (3); 29170, E-6/7 (7); 29370, E-6/7 (4); 30371, E-6 (1); 30471, E-6 (1); 42173, E-6 (2); 54570, E-7 (1).

Travis AFB, Det 2, 12 Mbl. Comm. Sq. Officer: 1634B, O-3 (1). Airman: 272X0 E-3/7 (10); 293X0, E-3/5 (2); 303X1, E-3/6 (3); 304X1, E-3/5 (2); 363X0, E-3 (1); 421X3, E-3/6 (3).

GEORGIA

Hunter AFB, Det 3, 13 Mbl. Comm. Sq. Officer: 3034, O-2/3 (2). Airman: 272X0, E-2/7 (10).

Robins AFB, Det 7, 13 Mbl. Comm. Sq. Officer: 1634B, O-2/3 (1); 3034, O-2/3 (1). Airman: 272X0, E-3/7 (10); 293X0, E-3/4 (2); 303X1, E-5 (1); 304X1 E-3/5 (2); 304X4, E-5 (1); 363X0, E-4/5 (2); 702X0, E-4 (1).

FLORIDA

Homestead AFB, 301 Air Rescue Sq. Airman: A29352, E-4 (2); 30150, E-5 (1); 43470, E-6 (1); B92130A, E-5 (4); 922X0A, E-3 (1).

ILLINOIS

Scott AFB, 11 Mbl. Comm. Sq. Airman: 272X0, E-4/7 (10); 291X0, E-3/6 (11); 293X0, E-3/6 (6); 303X1, E-4/6 (2); 30471, E-6 (1); 30474, E-6/7 (2); 36350, E-5 (1); 42153, E-4 (1); 47151, E-5 (1); 64650, E-4 (1).

MICHIGAN

Selfridge AFB, 305 Air Rescue Sq. Officer: 1035A, O-4 (1); 1535, O-2/3 (1); 3234C, O-3 (1). Airman: 301X0, E-4 (1); 301X1, E-3 (1); 421X2, E-3 (1); 431X1A, E-3/5 (5); 43190, E-8 (1); 43470, E-6 (1); B92X0A, E-5/6 (4).

Det 1, 11 Mbl. Comm. Sq. Officer: 3034, O-2/3 (1). Airman: 272X0, E-3/6 (5); 303X1, E-3 (1); 304X4, E-3/4 (2).

MISSOURI

Richards-Gebaur AFB, Det 2, 11 Mbl. Comm. Sq. Officer: 1634B, O-3 (1). Airman: 272X0, E-4/7 (9); 293X0, E-4 (1); 303X1, E-4/5 (2); 304X1, E-3 (1); 304X4, E-3 (1); 421X3, E-3/5 (3); 732X0B, E-4 (1).

NEBRASKA

Offutt AFB, Det 3, 11 Mbl. Comm. Sq. Airman: 272X0, E-3/7 (6); 303X1, E-3/6 (2); 304X1, E-3/5 (2); 421X3, E-3 (3).

OHIO

Wright-Patterson AFB, Det 6, 11 Mbl. Comm. Sq. Airman: 272X0, E-3/7 (4); 293X0, E-3/6 (2); 303X1, E-3/6 (2); 304X4, E-3/6 (5); 421X3, E-4 (1).

OKLAHOMA

Tinker AFB, 13 Mbl. Comm. Sq. Officer: 1634B, O-2/3 (1). Airman: 272X0, E-2/7 (13); 291X0, E-2/7 (5); 293X0, E-2/5 (2); 304X0, E-2/4 (1); 304X1, E-2/6 (2); 363X0, E-2/6 (2); 421X3, E-2/6 (7); 471X1, E-2/5 (2).

TEXAS

James Connally AFB, Det 2, 13 Mbl. Comm. Sq. Officer: 3034, O-2/3 (1). Airman: 272X0, E-4/7 (7); 303X1, E-3/5 (4); 304X1, E-3/5 (2); 363X0, E-3/5 (3); 42133, E-3 (1).

Kelly AFB, Det 4, 13 Mbl. Comm. Sq. Officer: 1634B, O-3 (1). Airman: 272X0, E-3/7 (8); 30451, E-5 (1); 30434, E-3 (1); 70250, E-4 (1).

UTAH

Hill AFB, Det 1, 12 Mbl. Comm. Sq. Airman: 272X0, E-3 (1); 293X0, E-3 (1); 303X1, E-3/6 (3); 304X1, E-3 (1); 304X4, E-3/6 (3); 363X0, E-3/5 (2); 421X3, E-3/5 (5); 702X0, E-4 (1).

WASHINGTON

Fairchild AFB, Det 3, 12 Mbl. Comm. Sq. Officer: 3034, O-2/3 (1). Airman: 272X0, E-3/7 (11); 293X0, E-3/7 (2); 303X1, E-3/6 (5); 304X1, E-3 (1); 304X4, E-3/7 (4); 421X3, E-3/5 (3).

Air National Guard units are eligible to use the "Help Wanted" section of The AIR RESERVIST magazine. Send unit vacancy lists to National Guard Bureau, Office of Public Affairs, Pentagon, Washington, D.C. 20310.

DESERT STRIKE / continued

STRIKE the three squadrons were released from exercise reserve to control of Maj. General Marvin L. McNickle, commander of Air Force forces Mojave under Joint Task Force Mojave which was, in turn, commanded by Lt. General Charles B. Westover, USAF. General McNickle didn't waste any time in committing the three ANG squadrons once he had them in his official lineup.

The three Air Guard "provisionals" flew 693 sorties, racked up better than 1,300 flying hours, and helped provide the additional airpower which, in the second phase of DESERT STRIKE, saw a shift in striking power with the Mojave forces gaining the upper hand over the Phoenix forces.

Major Fisher's F-86H "Sabrejets" made 192 sorties, were given counter air-to-air superiority missions as their main task, as well as close air support and interdiction missions. On the other hand, Colonel's Smith's F-100Cs racked up 132 close air

support missions, 20 interdiction, nine air defense, and 35 armed reconnaissance missions against targets of opportunity. Colonel Smith's squadron had the longest distance to cover to reach the tactical target areas. The F-100Cs operated at a range of about 300 miles which allowed them to spend about 30 minutes, at low level, in the target area. Major Kennedy's F-84s concentrated on close air support missions and racked up 305 sorties.

The missions flown by the three squadrons were two and four aircraft flights. The average mission was 1 1/2 to 2 flying hours and the distances which had to be covered ranged from the 300 miles from LeMoore NAS, the DESERT STRIKE home of the 915th, to approximately 190 miles both from Edwards AFB and China Lake. The distances involved and the open range areas heightened the aspect of realism for the ANG fighter pilots, although no live ordnance was used by any of the participants.

To the pilots of the three squadrons, this was, "the kind of flying jet jockeys really like . . . a lot more

rewarding than the somewhat restricted flying in routine flight operations during the year," according to Major Kennedy.

From the commanders' standpoint, "Everyone picked up some important experience in working with the ground forces and in gaining a better understanding of how effective tactical air support really is. Each individual pilot got a lot out of DESERT STRIKE, and, what's more he'll be able to take this experience back to his own unit. This was without question the best peacetime training we could possibly get."

Air Guard elements in DESERT STRIKE demonstrated again that ANG is well able to participate in Regular Air Force activities and help carry some of the burden of USAF operational requirements.

"It has become obvious," said Brig. General I. G. Brown, assistant chief, National Guard Bureau, (Air), that the ANG has graduated out of the training status category."

In DESERT STRIKE the ANG once again showed itself capable of playing on the USAF "First Team."

CIVIL AIR PATROL ...national support...competition

Civil Air Patrol's role in support of Civil Defense and a new CAP manual defining that role have drawn both high praise and strong endorsement from William P. Durkee, director of Civil Defense.

In a recent letter to Col. Paul C. Ashworth, CAP national commander, Mr. Durkee said: "I appreciate the contributions to civil defense previously made by CAP and I am confident that this manual will be instrumental in the development of more comprehensive non-air carrier aircraft support for civil defense in emergencies."

"I am pleased with the splendid accomplishments of the Civil Air Patrol in preparing the Emergency Service Manual for Civil Defense. It is gratifying to have the enthusiastic support of an organization which is dedicated to the performance of emergency aerial missions. The CAP training potential and experience in conducting search missions should be excellent background for developing specialized civil defense support capabilities," he added.

The CD director said the "concepts of organization and operations presented in the manual are compatible with civil defense policies and procedures," and went on to compliment the CAP operations staff which prepared the manual, saying: "It is evident that the CAP staff and members recognize the need for a unified civil defense effort."

He has advised regional and state directors of the manual and other actions being taken by CAP to support civil defense during a national emergency. State directors will be urged to develop detailed plans and procedures for optimum utilization on non-air carrier aircraft at state and local levels.

Meanwhile, shooting for national honors as the top drill team in the Civil Air Patrol, a prize which has eluded them by only the slimmest of margins in the past few years, the crack drill team of CAP's National Capital Wing in Washington, D. C., is beating a torrid tattoo on the hot and hard pavement of the Nation's Capital these days.

With the glitter of the elusive national trophy spurring them on, these earnest—and determined young men are literally toiling and sweating in their quest. Any doubter need only witness a single practice session to

quickly dispel his disbelief.

A typical drill session begins with inspection by the Drill Instructor.

From the tips of glistening shoes to the crown of the precisely angled cap, each cadet undergoes a microscopic scrutiny from front to side to rear. After inspection, which might last from three minutes to 40 minutes, the team hopefuls plunge into a good solid two hours of pacing and spacing, marching and facing, movements and formations—a grinding repetitious task made all the more grinding by the unrelenting heat of a Washington summer night. And every man in the ranks is agonizingly aware that the seemingly omniscient eye of the DI is on him constantly.

Discipline is intense and the measures to enforce it are severe. But for the cadet who doesn't want to accept, there is a swift, absurdly easy but

absolutely final remedy—he can get out, or he may be selected out by the DI. However, only the shirker or malingerer is selected out, never the cadet who tries.

For the past four years the NAT-CAP Wing team has compiled an enviable record—four successive triumphs in CAP's Middle East Region Drill Competition, the most recent on June 7th when the Washington cadets bested CAP drill teams from the South Carolina, Maryland and Virginia CAP wings. And with their triumph they won the right to represent the NAT-CAP wing in the national competition which will be held at the Air Force Academy, Colorado Springs, August 3 through 7.

In that national competition the hard working cadets from the nation's capital have won third place honors for two consecutive years (1962-63).



CAP Cadet Drill Team of Wash., D.C., practices for National competition at USAF Academy after fourth straight win of Middle East Region meet.

USAF Academy graduate, Jerold Budinoff, adds name as top ex-CAP Cadet in class. Brig. Gen. Robert Strong (l) and Col. Allen Herzberg watch.



SCANNING:

Individual and unit endeavors improve Air Reserve Forces' image...

Flight Safety Record...

THE BEST FLIGHT safety record ever achieved by tactical aircraft utilized daily in operational units. This was the accomplishment of nine Air National Guard fighter-interceptor squadrons assigned to Air Defense Command. Their 1963 rate was 2.2, with only one accident, and for 11 months of the year it was 0.0. The planes they fly are F-89Js.

The fighter-interceptor squadrons and their locations are: 132nd, Bangor, Maine; 134th, Burlington, Vermont; 176th, Madison, Wisconsin; 178th, Fargo, North Dakota; 179th, Duluth, Minnesota; 124th, Des Moines, Iowa; 116th, Spokane, Washington; 123d, Portland, Oregon; and 186th, Great Falls, Montana.

The units are participating in the same alert activities as active units of the Air Defense Command—they don't choose the weather conditions they fly in nor do they choose the time or the mission. Their

operation is a direct parallel to active ADC units. They not only operate their aircraft in a manner comparable to active Air Force units, but they do it safely under climatic conditions considered by flyers as the worst in the continental U.S. during much of the year.

Brig. General Jay T. Robbins, director of Air Force space Safety, called the quality of maintenance a primary factor in ANG safety, saying, "Maintaining the aircraft are many highly experienced men who learned their trades in the Air Force and who have taken their skills into the Guard squadrons. Their know-how and incentive to excel have overcome many problems that go with aging aircraft."

"Excellent maintenance, highly capable pilots, first class support personnel and the high caliber supervision the ANG now has, combine to produce a strong and reliable supporting arm to the Air Force."

Satellite Trackers...



Satellite trackers, SMSgt Richard Gertz and TSgt Carl Christoforo, 267th Comm. Sq., check equipment.

TRACKING SATELLITES passing high above New England has become routine for personnel of the 267th Communications Squadron, Wellesley, Massachusetts, who lay claim to being the first Air Guard unit to become active in Air Force space programs.

The unit, commanded by Lt. Col. Finley R. M. Honey, has been tracking space satellites for the Air Force Systems Command's Electronic Systems Division at L. G. Hanscom Field, for more than two years. This is an additional duty. The regular mission of the 267th, which is assigned to the Air Force Communications Service, is to replace, supplement, or extend existing Air Force communications circuits and message handling services.

The Massachusetts Air Guardsmen operate a vacuum mounted, prototype system designed to track and assist in determining orbital path of the satellites by receiving signals transmitted from high overhead.

Each week, Air Defense Command's 1st Aerospace Control Squadron at Ent AFB, Colorado, furnishes the Wellesley unit with a schedule of satellites they will track. Normally, three members of the 267th carry out this job, recording the information for ADC Space Detection and Tracking System (SPADATS), Colorado Springs, Colorado.

The Air Guard function represents an increasingly important link in the SPADATS network. So much so that ADC has asked that the 267th facility be made permanent and manned around-the-clock.

When that comes about, the Air Guard facility will be renamed the 101st Aerospace Surveillance Flight, formalizing its role as the first ANG unit to participate in Air Force space programs.

THEY JUMP ANYWHERE, any time to save a life; landings in the most inaccessible places such as in trees or open water are taken in stride. They must have the courage and durability of a paratrooper, plus the knowledge of a medical technician and the wisdom to make the most effective use of these skills.

That is a fairly concise definition of pararescuemen who began infiltrating the citizen-airmen ranks back in January 1961 as members of five Air Force Reserve Air Rescue Squadrons. These squadrons augment the Air Rescue Service which is an integral part of the Military Air Transport Service. They are the 301st, Homestead AFB, Florida; 302nd, Luke AFB, Arizona; 303rd, March AFB, California; 304th, Portland IAP, Oregon; and the 305th, Selfridge AFB, Michigan.

Each squadron is authorized 11 pararescuemen. Basically, they jump in pairs from the Rescue unit's HU-16s (Albatross). Once they have landed and reached those requiring assistance, it is their job to evaluate the rescue problem and to radio their circling plane for necessary supplies. They also must be prepared to administer first aid.

The "Ready Now" capability of Air Force Reserve Air Rescue Squadrons is exemplified by the 301st which has received three "Outstanding Unit" awards this year. (See page 2.) They were from the Military Air Transport Service, Continental Air Command and the Reserve Officers Association. The 302nd also was honored by being named the Outstanding Air Force Reserve Unit of the Year of the Sixth Region.

Vacancies for pararescuemen exist in the five Air Force Reserve Air Rescue Squadrons.

Qualifications for pararescuemen call for the dual AFSC's of paratrooper and medical technician. Any ex-military man (Army, Navy or Air Force) who has held either AFSC and who can meet the rigorous physical requirements, is qualified to enlist in this Air Force Reserve program.

Pararescuemen...



SSgt Daniel Acuna, a 302nd pararescueman, drifts into dense Oregon forest during unit training period.

Special Investigators...

THE OFFICE OF Special Investigations (OSI), offers many opportunities for Reservists interested in the investigative career field.

OSI provides a professional criminal, counterintelligence and special investigative service to commanders of all Air Force activities. It conducts investigations of all major criminal offenses within the jurisdiction of the Air Force. It also investigates all matters dealing with subversion, treason, sedition, security violations, espionage and sabotage falling within the jurisdiction of the Air Force. In addition, OSI conducts background investigations used to clear Air Force personnel for access to classified information.

The majority of the Reserve manpower required by OSI is in the investigative and administrative areas. Most Reservists are aware of training provided in other career fields, but may not realize the training an OSI Reserve investigator receives.

OSI conducts a two year academic type training program for new Reservist investigators. They are given the same basic training as active duty members. This includes the study of military law, courtroom procedures, Uniform Code of Military Justice, processing of

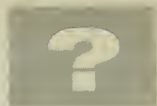
investigations; safeguarding and preserving case histories; and report writing. In addition, Reservists receive training dealing with investigative techniques and the use of special equipment. This phase includes a study of photography, fingerprinting and ballistics; casting and moulding; and collection and preservation of evidence. A study of firearms also is required and individuals must attain proficiency with the handgun.

After completion of the Reserve Special Investigators Course, each Reservist is required to perform one year of supervised Job Proficiency Training. This consists of observing and assisting active duty agents in the various types of investigations.

By the time the Reservist has completed his third year of training and has been certified as being qualified, he then conducts certain phases of investigations and assists in others while on his 15-day active duty tour. The Reserve investigator performs in the job for which he was trained and continually adds to his experience.

Knowledge of investigative procedures and techniques with appropriate experience is desired but not mandatory. Education or training in police administration, criminology or law, of course, would be ideal.

QUESTIONS & ANSWERS



This column is designed to clarify problems of general interest to members of the Air Reserve Forces. Personal problems should be discussed with your unit personnel officer. Letters not used in the column cannot be answered.

I will have completed 20 satisfactory years service this month. I have elected Option 1 and 4, Retired Serviceman's Family Protection Plan. If I should die before my retirement starts at age 60, will my wife receive any benefits from the plan, if so, when do they start? No. The survivors of a Reservist who has qualified for retired pay at age 60 who dies before reaching that age are not eligible for benefits under the plan. His participation does not commence until he starts to receive retired pay and deductions are made from pay for the annuity. Participation consists of receiving less retired pay to build up an annuity for his survivors, and only the survivors of participants are eligible to receive benefits. It is an annuity, not a pension plan.

What kind of an ID card should I have? When I was assigned to the Retired Reserve Section I thought I should get a new gray ID card. Isn't this correct? No, you are not entitled to the gray card. This type card is issued only to an individual who is receiving retired pay from the Air Force. The red card is appropriate until you are certified for retired pay.

I have already earned 35 points for retirement year July 1, 1962-June 30, 1963. May I hold certificate indicating completion of an ECI course dated May 25, 1963 to apply on year July 1, 1963-June 30, 1964 since participation requirements for 1962-1963 year have been met? No. Certificates must be credited to the retirement year in which date on certificate falls. However, a student may control dates on certificates by submitting course materials to the Institute with this in mind, provided such phasing does not conflict with the completion requirements of the Institute.

I was appointed as an officer in the organized Reserve (Medical Corps) prior to 1956. I have not served on extended active duty since that time, but have served short tours of 15 days of active duty for training. Am I entitled to the provisions of Public Law 84-497 which provided for granting medical and dental officers constructive credit for promotion purposes for active duty served after appointment and prior to the date of enactment of the law? The provisions of PL 497, 84th Congress, pertain only to extended active duty. It was the intent of Congress as shown by the legislative history of that law to encourage doctors and dentists to enter and remain on active duty on a career basis.

I have an LLB degree from LaSalle Extension University. Would this make me eligible for a commission in the Air Force Reserve or Regular Air Force? No. To be eligible for a commission as a judge advocate, you must be a graduate of a law school accredited by the American Bar Association (par. 22a, AFM 36-5). LaSalle Extension University is not so accredited.

I am one of many non-affiliated Reservists who depends on ECI courses to earn retirement points. I understand that some courses are being discontinued and replaced with Career Development Courses. Will Reservists be eligible for these courses? Some ECI courses are being discontinued and replaced as CDCs are activated. CDCs will be open to Reservists, provided eligibility requirements are met. Credit hours will be established for each volume of the CDCs in exactly the same manner as is now done in ECI courses.

Since I am in the Air Force Reserve, why do I receive questionnaires from the Selective Service System? The Selective Service System is responsible by law for determining the availability of a member of the Standby Reserve to enter active duty involuntarily in time of war or national emergency.

AEROSPACE LIBRARY

The United States In World War II: Crusade For World Freedom, Don Lawson (Abelard & Schuman, \$4.00). Starts with the sneak attack on Pearl Harbor, through World War II. It includes the grim campaigns in Africa, Italy and France and the sniper-infested jungles of Burma up to and including the surrender ceremonies aboard the USS Missouri in Tokyo Bay.

Long Arm Of America: The Story Of The Amazing Hercules Air Assault Transport And Our Revolutionary Global Strike Forces, Martin Caidin (Dutton, \$5.95). A discussion of the capabilities of the C-130 Hercules transport used by the U. S. Air Force's Tactical Air Command.

Chennault and The Flying Tigers, Anna Chennault (Eriksson, \$5.00). This book is based upon his personal diary, memoirs, papers and letters, official documents of the American Volunteer Group and from Mrs. Chennault's own personal recollections and conversation.

Wings Of The Morning: The British Fleet Air Arm In World War II, Ian Cameron (Wm. Morrow, \$4.95). A personal account of maritime aviation in Britain from 1939-1945.

In Their Honor, William D. Feeny (Duell, Sloan and Pearce, \$4.95). The story of flight is told through true stories of 21 airmen who have been honored by having an Air Force base named for them.

Men Of Space: Profiles Of Scientists Who Probe For Life In Space, Vol. VI, Shirley Thomas (Chilton, \$5.95). Ten biographical sketches of men who are studying the possibilities of life beyond the Earth.

The Fail-Safe Fallacy, Sidney Hook (Stein & Day, \$1.50). An essay in which the author rejects the basic premise of the novel "Fail-Safe" as deceptive.

The Best-Kept Secret: The Story Of The Atomic Bomb, John Prucell (Vanguard, \$3.50). An account of the men and the science of nuclear physics which made it possible for the United States to develop and use the atomic bomb.

Air Force Point of View

*"As much as we hate war,
it will become truly 'unthinkable'
only when those who dream
of conquest dismiss it from their minds."*

Eugene M. Zuckert,
Secretary of the Air Force

MILITARY ASSISTANCE: Secretary of Defense Robert S. McNamara told the National Industrial Conference Board in New York in May that: "The great accomplishments of the foreign economic and military assistance programs in the past, particularly in Western Europe, have not by any means eliminated the need for a sizable level of effort to promote Free World security in the present and in the future. The Communist threat that we and our allies continue to face is great, and it is complex. At one end of the spectrum there is the possibility of nuclear war. At the other end, there is the threat of subversion and terrorism. In between the extremes are the threats of major conventional attack, local probes, and logistics and manpower support across borders. This entire spectrum remains relevant, and the threats must be dealt with where they cast their shadow . . . Our Military Assistance Program today is oriented mainly toward those countries on the periphery of the major Communist nations where the threats are greatest and in which the indigenous resources are least. In the fiscal year 1965 program now before the Congress, about two-thirds of the total amount is scheduled to go to the 11 nations on the southern and eastern perimeters of the Soviet and Red Chinese Blocs. These sentinels of the Free World, in a sense, are in double jeopardy from potential military aggression from without and from attempted subversion from within. These countries are under the red shadow. They face the major threat and they are the ones most affected by the modernization of Communist forces."

☆ ☆ ☆

THE YF-12A: Maj. General Von R. Shores, acting chief of staff of Air Defense Command, reveals that "we have expressed priority requirements for both a defense against ballistic missiles and for an improved manned interceptor capable of dealing with a more sophisticated manned bomber threat. In this area, we are encouraged over recent announcements concerning the A-11 aircraft, now redesignated the YF-12A. While I cannot tell you any more than what has already been released by the President and by Secretary McNamara—they have indicated that it is being tested as an improved manned interceptor."

THE F-111: "The outstanding characteristic of the F-111 is its versatility. The F-111A—the Air Force version—can penetrate supersonically on the deck for interdiction or low-altitude tactical reconnaissance. For purposes of close support, it must be able to maneuver well at low altitudes and be able to carry a variety of conventional weapons. It must also be able to loiter for extended periods while awaiting target assignments from the local ground commander. Combined with this low-altitude capability, the F-111 requires a very high altitude capability for reconnaissance flexibility and air superiority missions. It must be capable of high-altitude deployment between theaters without tanker support.

"The F-111B—the Navy version—has a primary role of air superiority. It will be armed with the Phoenix missile system and will be able to loiter at the outer defensive perimeter of the fleet for much longer periods of time than present day Navy fighters. It will also be able to accelerate out of a subsonic loiter condition and maneuver for supersonic attack." Gen. B. A. Schriever, Commander, Air Force Systems Command.

☆ ☆ ☆

THE XB-70: The experimental high-speed delta-wing aircraft is designed to fly at three times the speed of sound and at altitudes in excess of 70,000 feet. Primary purpose of the XB-70 program is to investigate the feasibility of long-range, high-speed flight and to advance the aeronautical engineering state-of-the-art. A second XB-70 aircraft is now being constructed.

Speaking at the roll-out press briefing in May, Brig. General Fred J. Asconi of Air Force Systems Command's Aeronautical Systems Division said: "Not all of these and other accomplishments can be termed radical breakthroughs (although the XB-70 program has produced about a thousand patent disclosures), but taken together they have helped to advance a technology which constitutes a base for a new generation of civil and military aircraft which will operate at sustained supersonic speeds."

☆ ☆ ☆

A PREVIEW: Alexander H. Flax, assistant secretary of the Air Force for Research and Development, stated recently: "Exploratory and advanced development programs aimed at putting us in the position of initiating the next generation of turbofan engine development have been underway during this . . . [past six-to-eight-year] period. The Air Force's light-weight gas generator technology program has been a major contributor in this end. . . . The engines of this next generation will belong to a class which we hope will have a wide range of application. They will be suitable to power the advanced manned strategic aircraft and the heavy logistics transport now under study by the Air Force and will, with substitution of materials and relatively small changes in aerodynamic design and component technology, be suitable for powering a new generation of supersonic aircraft. In addition the same basic components will be capable of being reassembled for both lift and lift-cruise engines for V/STOL aircraft. During the next fiscal year we are planning the initiation of the first stage of development of engines based on this new technology for both V/STOL application and the heavy logistics transports."

OFFICIAL BUSINESS

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RESERVE CAMERA

① Col. Andrew Kowalski (l), assistant for Reserve Affairs, Air Force Systems Command, receives a plaque in recognition of his work in organizing the annual Procurement Management Training seminars. The award was presented by Maj. General Roy Sessums (r), mobilization assistant to the commander of AFSC, during last month's seminar held at Bolling AFB, D.C. Col. Oscar J. Bloom (c) was 1964 project officer. More than one hundred Reservists participated. ② Air Explorer Scouts are given a briefing on the mission of the 149th Fighter Group, Texas Air National Guard, during a recent three-day encampment at Kelly AFB, Texas. The scouts, representing the San Antonio area, witnessed an equipment demonstration by Capt. Charles Beasley (r) showing gear used by supersonic jet pilots. The tour was highlighted by the take off of two F-102 "Delta Daggers" on a simulated alert scramble. ③ Community Relations was given a boost when Air Force Reserve units in the Tampa area and the Family Services Center of MacDill AFB, sponsored an outing for handicapped children at Weeki Wachee Springs, Florida. The day's program included a mechanized covered wagon trip thru Wilderness Trail, an underwater mermaid show, a boat trip and lunch. ④ Col. O. R. Street (l) commander of the 8651st Air Force Reserve Recovery Group, Fort Miley, San Francisco, California, is shown presenting a Certificate of Appreciation to station KPIX-TV general manager, Louis S. Simon of San Francisco. The award cited the TV station not only for its outstanding recruiting announcements but also for its preparation of station-break slides illustrating activities of the 8651st which were distributed to other area TV stations.

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AUG.-SEPT. 1964

the air reservist

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES

Summer
Encampments
1964



"A member of the National Guard or the Reserve Forces is truly 'twice a citizen.' An integral part of his civilian community, he is at the same time a vital part of the Nation's armed might. . . . Because they had trained weekly and had undergone rigorous 2-week training programs in the summer, they were prepared when their country needed them. . . . At this time when many of the Guard and Reserve units are at camp, for the first time this year, let us salute them for the great work they are doing. We are all in their debt. The country is immeasurably stronger because of their devotion to duty. We are proud of them and appreciate their sacrifice."

—SENATOR J. CALEB BOGGS

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E... features summer encampments. Our cover shows Army Special Forces Reservist, Lt. R. V. Fleeenor braced for low altitude jump from C-119 of 452d TCWg. in Alaskan exercise Tanana Flats I... one of many such airlifts performed by the Air Reserve Forces during '64 summer training.

the air reservist

Vol. XVI—No. 6

Aug. / Sept. '64

AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

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Ass't Chief of Staff Reserve Forces, USAF

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Use of funds for printing this publication has been approved by Hq USAF.



Encampment of 94th TCWg., at Otis AFB, Mass., brings personal attention of Maj. Gen. Curtis Low, Asst. C/S Reserve Forces. (l-r) Col. A. Carr, 94th Cmdr.; General Low; Brig. Gen. E. Hazeltine and Lt. Col. G. M.

One of Continental Air Command's primary objectives in FY '64 was to improve manning of its Reserve units. On March 31 of this year the Air Force Reserve drill pay ceiling of 61,000 was reached and surpassed. Although the June 30th figure of 61,153 showed a slight drop, due to reorganization actions, the overall improvement during the year was impressive. This improvement in Reserve manning has largely been the result of massive gains due to intensified recruiting efforts. Losses continue to plague the Reserve program. Long recognizing manning as a problem, Lt. Gen. E. J. Timberlake, commander of CONAC, established a retention/recruiting program early in FY 1964 under the direction of Colonel Burton H. Rowden, deputy chief of staff for Personnel. Several forceful steps have been taken to stimulate retention and recruiting throughout all Air Force Reserve units. Some of these steps are:

Sixteen specially trained noncommissioned officers were designated Retention and Recruiting Coordinators and assigned to Air Force Reserve Sector headquarters. One of their missions is to visit each of U.S. Air Force's 126 separation centers in an effort to eliminate the knowledge gap among officers and airmen being released from active duty, as it pertains to the opportunities and benefits of enlistment in the Air Force Reserve. The success of this is evidenced by a recent survey which indicates that better than 85 percent of the centers now are doing an adequate job of telling the Reserve Story.

Air Force Reserve's most urgent

personnel shortage is in the rated officer category and a series of steps have been taken recently to alleviate the problem. CONAC sought and received USAF approval for its flying units (transport carrier and air rescue units) to retain flying status majors and lieutenant colonels in overgrade positions.

Last month, Air Force also granted authority to CONAC and Air National Guard to reappoint some category 1 former rated officers. (Story and list of vacancies, page 7.)

CONAC has supported a recommendation to establish a Reserve Training Program. Approval in principle was given by Secretary of the Air Force, Eugene Zuckert, and the program is now under study by the Staff for cost analysis and personnel requirements to support the program. The recommendation calls for an increase of 180 Air Force Reserve and 70 National Guard pilots per year. If approved, pilot training will begin July 1, 1965.

The ideal source of rated officers are those pilots and navigators leaving active duty. They represent a wealth of training and are the object of personal attention by CONAC's Retention and Recruiting Branch under the direction of Captain H. C. Fleming. He corresponds with each separatee informing him of the benefits of flying with Air Force Reserve flying unit located nearest his anticipated home. The Retention and Recruiting Branch of CONAC's DCS/P was established last year and represents another step toward improving the Reserve manning.

The addition of new, non-rated officers to the Air Force Reserve rolls will be increased by a recent decision by USAF to grant approval for the allocation of 300 spaces per year at the USAF Officer Training School for use by the Air Force Reserve. The first reservists to enter this training will start classes on January 6, 1965.

In January 1964, a recruiting test program was started by mid-west units of USAF's Recruiting Service. This program calls for specially trained Air Force Recruiters to direct their efforts toward filling Reserve vacancies.

Other steps taken by CONAC during FY '64 to stimulate recruiting and retention were: In conjunction with Air Training Command, implementation of special two-week Reserve Recruiters' course. Reorganization of Air Reserve technician personnel authorizations at troop carrier units, providing each unit with one full-time person to perform recruiting and retention functions and one part-time assistant. Development of formal Retention Program for implementation by all Air Force Reserve units. This internal program was backed by official CONAC Supplements to AFR 45-27 and AFR 45-28 which included a detailed and comprehensive retention program guide and specially designed motivational support materials. Indicative of the emphasis placed on Reserve manning by Hq USAF, is the recent consolidation of Air Force and Air Force Reserve recruiting, advising and motivation functions under the Director of Personnel Procurement and Retention at Randolph AFB, Texas. The merger promotes a closer coordination of plans and policies, and allows for sharing of personnel and facilities and in the production of materials.

TOP FIGHTER INTERCEPTOR crews from the National Guard air defense units in the states vied with one another at Eglin AFB, Florida, August 23-29, for the Earl T. Ricks Memorial Trophy. The annual event honors Maj. General Earl T. Ricks, former deputy chief of the National Guard Bureau and chief of the Air Force Division. It emphasizes flight planning, cruise control, tactical efficiency and the capability to successfully complete an operational mission. Competing in this year's meet were F-89J aircraft and crews from each of the following fighter groups: 101st, Bangor, Maine; 115th, Madison, Wisconsin; 119th, Fargo, North Dakota; 120th, Great Falls, Montana; 132d, Des Moines, Iowa; 141st, Spokane, Washington; 142d, Portland, Oregon; 148th, Duluth, Minnesota and the 158th, Burlington, Vermont.

THE RESERVE FORCES SEMINAR will be one of the highlights of the Air Force Association's 18th national convention and aerospace panorama to be held in Washington, D.C., September 9-12.

The seminar, slated for Friday afternoon, September 11, will have as its theme, "The Air Reserve Forces Into The Seventies." An estimated 500 Reserve Forces leaders will be present.

The meeting will be unique because its panel will consist of five ranking Air Force deputy chiefs of staff. It is the first time that deputy chiefs of staff have made up the panel and is in keeping with current Air Force policy that all actions pertaining to the Air Reserve Forces will be handled on an integrated staff basis. The five panelists are: Lt. Gen. Frank A. Bogart, Comptroller; Lt. Gen. William S. Stone, Personnel; Lt. Gen. William H. Blanchard, Plans and Operations; Lt. Gen. Hewitt T. Wheless, Programs and Requirements; and Lt. Gen. Thomas P. Gerrity, Systems and Logistics. Each will discuss future programs and will answer questions from the floor.

Brig. General Robert W. Smart, Air Force Reservist and former chief counsel of the House Armed Services Committee, will serve as moderator.

A number of awards will be made to outstanding Air National Guard and Air Force Reserve units during the seminar and convention. Among these will be: the President's and the Grover Loening Trophies to the winners of FY 1964 Reserve troop carrier competitions; the Earl T. Ricks and Winston P. Wilson Trophies; and the new McCallister Trophy to Air Guard's best C-97 unit.

Other major events scheduled during the three-day convention are: a reception and banquet for Outstanding Airmen and their wives, September 9; an Aerospace Luncheon, a symposium based on "the manpower dilemma," and a reception for Air Force Secretary, Eugene M. Zuckert and Chief of Staff, General Curtis E. LeMay, September 10; and an education symposium, anniversary luncheon and the climactical Honors Night banquet, September 11.

General LeMay will address the September 10 luncheon. Secretary Zuckert will be the principal speaker at the following day's luncheon.

Highlighting the convention's closing will be the gala Honors Night banquet, saluting the men and women who made aerospace history the past year. Tennessee Ernie Ford, well known entertainer and Air Force veteran, will serve as master of ceremonies for the star-studded program featuring Air Force "greats" of yesterday and today.

NEWS / page 6

Reserve Forces Seminar at AFA Convention

Washington, D.C. Sept. 11

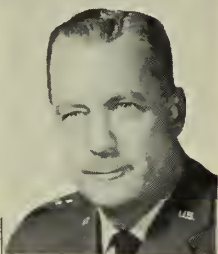
**Brig. Gen.
SMART**
Moderator



**Lt. Gen.
BOGART**
Panelist



**Lt. Gen.
STONE**
Panelist



**Lt. Gen.
BLANCHARD**
Panelist



**Lt. Gen.
WHELESS**
Panelist



**Lt. Gen.
GERRITY**
Panelist





Army troopers await signal from pilot of Reserve's 907th TCGp., C-119 during encampment support mission.

Each year, more than 125,000 members of the Air Reserve Forces, representing almost every USAF career specialty, devote time and effort to make their annual summer encampment a productive one. These contributions have not gone unheralded. Delaware Senator, J. Caleb Boggs' tribute to all Reservists participating in summer training appears on the cover of this issue.

Air Force Reserve's participation in joint exercise *Tanana Flats I* and Air National Guard's overseas deployment *Ready Go*, represent two major summer encampment projects of the Air Reserve Forces. Lt. Col. James B. Sweeney, assistant chief, Office of Information, Hq Continental Air Command, accompanied the Reservists during *Tanana Flats*. In addition to the cover photo, his pictures and on-the-spot story appear on pages 8 & 9. Our October issue will highlight ANG's operation *Ready Go*.

Following is a cross section of Air Reserve Force units and their accomplishments at Summer Encampment '64:

24-hour defense alert . . .

Air National Guard has adopted the *Texas Training Plan* for its 27 fighter-interceptor squadrons which stand 24-hour alert duty for Air Defense Command. Under the plan, the rated Guardsman's 15-day tour of active duty for training and 36 additional flying drill periods are lumped together and meted out over the year as needed by the unit to fulfill its training mission. These ANG units meet one weekend each month to maintain continuity.

Summer Encampments 1964

"Let us salute them for the great work they are doing."

A variation of this plan finds individual members of an Air Guard transport unit spreading their 15-day active duty tour over several periods during the year rather than 15 consecutive days. Air Guardsmen can use eight days to accomplish an overwater training mission, return to their civilian pursuits and later take a seven-day tour to accomplish another mission. As an example, members of ANG's 106th Air Transport Group, Floyd Bennett Field, New York, split their active duty time into segments, enabling them to participate in intercontinental operations. The 106th flies missions in support of Military Air Transport Service (MATS), to Europe, the Caribbean and the Mediterranean. In one month New York ANG units flew over 1,380,000 accident-free passenger miles, airlifting an average of 70 passengers per mission. In June the 106th flew missions to Spain, the Azores, Bermuda and Puerto Rico, and recently transported National Guard troops of the 50th Armored Division, New Jersey, to Georgia for maneuvers. On the return trip the ANG C-97s were used to transport an ANG

fighter squadron from its training at Travis ANG Base, Georgia, to home station at Niagara Falls, New York. The complete mission involved over 600 personnel.

"overseas" encampment . . .

Another "First" was recorded in by Air National Guard's 196th Weather Flight, Ontario, California, when members traveled outside the continental United States to conduct their summer encampment. The 196th left March AFB, California, for Eielson AFB, Alaska, to participate in joint exercise *Arctic Shore VI*. The Guardsmen's training consisted of assisting USAF's 114th Weather Squadron providing weather support to Air Force Reserve's 452d Troop Carrier Wing, and other Air Force and Army participants in the exercise.

Weather forecasters of the 10th Weather Flight, Berry Field, Tennessee, spent their two-week tour at Langley AFB, Virginia, working with their active duty counterparts assigned to the 2d Weather Group. Commanded by

Col. Francis R. Gerard, commander of ANG's 108th Tactical Fighter Group, McGuire AFB, N.J. and Lt. Col. Arthur E. Martone (r), complete with survival training during unit's summer encampment held at McGuire AFB.



Col. Raeburn Stiles, the 105th weathermen plotted surface and upper air charts and assisted with gathering weather data for use by pilots of the many multi-million dollar aircraft going to and from Langley AFB.

Support of joint exercises . . .

In the Air Force Reserve, many troop carrier units are scheduled so their summer training periods coincide with joint exercises conducted by the Air Force and Army. The 459th Troop Carrier Wing, Andrews AFB, Maryland, used its summer encampment to augment the active duty forces during *King Crab V* in Alaska. During the exercise, elements of the 459th airdropped 26 tons of supplies, airlifted more than 1,500 Army personnel and flew 168 sorties. Internal support for the 459th's summer encampment at Elmendorf AFB, Alaska, came from Air Force Reserve's 78th Troop Carrier Squadron,arksdale AFB, Louisiana.

The 78th TCSq. Reservists flew fromarksdale AFB to Andrews AFB, where their C-124 was loaded with a cargo of spare parts, propeller assemblies, quick engine change kits and about 6,000 pounds of parachutes. After delivery at Elmendorf AFB, the return flight was used to perform an airlift mission for MATS. Twelve thousand pounds of MATS cargo was transported to McChord AFB, Washington. The complete support mission took less than five days and included 40 hours and 50 minutes of flying time.

This was just one of the MATS missions flown by the 78th Troop Carrier Squadron during the month. Normally the 78th Reservists will fly an average of at least two overseas missions to Tachikawa, Japan and Kindley AFB, Bermuda. These MATS missions are in addition to the regular local and transition missions required to keep the Air Force Reserve crew members proficient in their air transport skills.

Similarly, the 928th Troop Carrier Squadron, O'Hare IAP, Chicago, Illinois, flew 68 sorties this summer airdropping 17,500 pounds of equipment and 980 personnel in the first week of the joint exercise with the Army. This included 252 airborne troops dropped during the airborne *Armored Link-up Demonstration Exercise*. During the second week, six Air Force Reserve crews were deployed to Fort Campbell, Kentucky, where they accomplished 39 sorties, dropping about 500 paratroopers and 7,200 pounds of equipment.

In another Alaskan exercise, *Silver Fox III*, members of the 514th Troop Carrier Wing, McGuire AFB, New Jersey, airdropped 49 tons of equipment,



Air Force Reserve medical specialists, Maj. Robert Goldsboro, Veterinarian, and SMSgt David Greer, attend "Dutchess" during summer encampment of newly activated unit, 20th Medical Service Sq., McGuire AFB, N.J.

flew 36 sorties and airdropped and airdropped almost 600 troops.

rescue and medical support . . .

Summer encampment for members of Air Force Reserve's Air Rescue squadrons is devoted to increasing their capability in all phases of search and rescue, including pararescue, as well as routine functions such as administration and maintenance of squadron aircraft, the HU-16B. For these Reservists, the 15-day period of active duty gives them the opportunity to travel to distant military bases where they can practice search and rescue techniques under unfamiliar climatic conditions and over terrain which differs from that of their home station. Two Rescue squadrons, the 303d, March AFB, California and 302d, Luke AFB, Arizona, went to West Coast naval air stations to familiarize themselves with seaplane facilities. Another, the 304th, Portland, Oregon, conducted summer training in Alaska where the Reservists concentrated on arctic flying and survival, and furnished rescue support for personnel participating in *Tanana Flats I*.

Air Force Reserve's medical technicians use their summer encampments to work directly with their Regular Air Force counterparts and to acquaint themselves with the latest aircraft and medical equipment.

During the last two weeks of July, Reservists of the 36th Aeromedical Evacuation Squadron (AMESq.), Richards-Gebaur AFB, Missouri, conducted their summer encampment with the 1501st Air Transport Wing, Travis AFB, California, a unit of MATS.

The Reserve medical technicians and medical service corps officers participated in 32 training flights which included familiarization in ditching pro-

cedures as well as the technical aspects of the squadron's mission. The 36th AMESq. provides inflight medical care for patients being evacuated by transport aircraft and liaison with related military medical activities.

Airlift of the 36th's personnel was accomplished in C-124s by Reservists of the 442d Troop Carrier Wing, also stationed at Richards-Gebaur AFB.

Another type medical unit, the 20th Medical Service Squadron, McGuire AFB, New Jersey, remained at that base for its 15-day summer training. The 20th is one of the recently activated medical service units, following a major realignment of Air Force Reserve's medical program. During the encampment, the unit's 150 officers and airmen underwent 15 days of intensified training under the supervision of MATS. The Reservists worked with Regular Air Force officers and airmen at base medical facilities and on the flight line. In addition to accomplishing various functions for USAF, they gained proficiency in the care of patients in the hospital and on incoming air evacuation aircraft from all parts of the world.

an active duty mission . . .

This year's summer encampment for the officers and men of the Air Force Reserve's 82d Air Terminal Squadron, Travis AFB, California, was conducted at that base in August. During their summer tour the Reservists worked side-by-side with their active duty USAF counterparts of the 1501st Air Transport Wing (MATS). For the first time, the Reservists worked shifts while accomplishing the MATS mission. These included practical experience in the

FIVE AIR FORCE RESERVE Aerial Port Flights were activated in July and assigned to the five Reserve troop carrier groups equipped with C-124 aircraft. They are the 916th, Carswell AFB, Texas; 917th, Barksdale AFB, Louisiana; 935th and 936th, Richards-Gebaur AFB, Missouri; and 937th, Tinker AFB, Oklahoma.

Aerial Port units provide the personnel to supervise aircraft loading and unloading, and are trained to operate limited air terminal facilities at advance landing fields. Each unit has one officer and 32 airmen assigned.

Military Air Transport Service is the gaining command for the new flights and will be responsible for training supervision and inspection.

Earlier this year, 40 aerial port flights were created and assigned to Reserve troop carrier groups equipped with the C-119 and C-123 aircraft. Tactical Air Command is gaining command for these units.

EXTENSION COURSE INSTITUTE has activated four new correspondence courses, including its first true career development course.

Thirteen former ECI courses were reactivated as interim career development courses last November. This action was taken to coincide with the Air Force's revised on-the-job training.

The first CDC is 36150, Outside Wire and Antenna Systems Installation and Maintenance Specialist (AFSC's 36130, 36150 and 36170). The three-volume course covers theory and fundamentals of installing and protecting wires and cables. Personnel must hold an AFSC in the 36 career field or be assigned to duty in that field. The course carries 114 hours and 38 credit points. Reserve students in an inactive duty status receive one credit point for every three hours of study successfully completed.

Course 47151, Automotive Repairman (AFSC 47131 and 47151) is an eight-volume interim career development course covering motor vehicle maintenance shop organization, function, and supervision. It carries 210 hours and 70 points. Eligible Reserves must possess an AFSC in the 47 field or be assigned to motor vehicle maintenance.

Course 3030, Fundamentals of Electricity, is a three-volume course to provide the students in electronics with the fundamental concepts of direct-current and alternating-current electrical circuits. The course parallels the first two volumes of Course 3050, now discontinued. It carries 114 hours and 38 credit points. It is not open to anyone who has completed Course 3050 within

three years. Applicants must also have completed four semesters of high school mathematics, including two of algebra or equivalent training, or possess an AFSC in the 30 career field.

Course 3031, Fundamentals of Electron Tubes, is a four-volume course covering the characteristics, construction, and classification of electron tubes; the operational theory of the diode, triode, multielement, gas-filled and special purpose tubes; and the application of electron tubes in typical amplifier, rectifier oscillator, multivibrator, and wave-shaping circuits. It carries 105 study hours and 35 credit points. Eligible students must have successfully completed Course 3030, or possess any AFSC in the 30 career field. Equivalent training or experience may be substituted for completion of Course 3030.

A SPACE EXPLORATION colloquy sponsored by Reservists of the Ju Advocate General's Department serve recently drew the praise of Major General Albert M. Kuhfeld, JAG, who said it was outstanding and informative.

The informal conference on legal socio-technological problems of space exploration, was held in conjunction with the first annual meeting of the American Institute of Aeronautics and Astronautics in Washington, D.C. It was planned and sponsored by Reservists under the direction of Brigadier General Richard C. Hagan, whose Military Assignment is assistant to the Ju Advocate General, USAF.

The colloquium consisted of 45 distinguished panelists versed in various phases of space exploration. More than 350 people attended the program.

OFFICERS

	Less 2	Over 2	3	4	6	8	10	12	14	16	18	20	22	26
with over four years enlisted, active service.			0-3	17.77	18.62	19.30	20.33	21.35	22.21			0-10	57.40	60.4
			0-2	15.89	16.23	16.74	17.60	18.28	18.79		0-9	50.23	50.23	53.8
			0-1	12.81	13.67	14.18	14.69	15.20	15.89	0-8	44.93	46.64	48.52	
									0-7	39.46	42.20			
							0-6	25.11	25.97	30.07	31.60	32.29	34.17	37.0
					0-5	21.53	22.21	23.40	24.94	26.82	28.36	29.21	30.24	
				0-4	19.13	19.99	21.35	22.55	23.58	24.60	25.28			
0-3	11.79	15.03	16.06	17.77	18.62	19.30	20.33	21.35	21.87					
0-2	9.38	12.81	15.38	15.89	16.23									
0-1	8.04	10.25	12.81											

New Pay Rates for Reserve Forces

Charts show new pay scales for Reservists in pay status. New rates became effective September 1, 1964. Rates are for one drill pay period or one day of active duty. Blank spaces to right of figures indicate a duplication of last rate shown.

AIRMEN

	Less 2	Over 2	3	4	6	8	10	12	14	16	18	20	22	26
						E-9	14.86	15.20	15.55	15.89	16.23	16.57	17.43	19.1
						E-8	12.47	12.81	13.15	13.50	13.84	14.18	14.52	15.38
				E-7	10.42	10.76	11.10	11.45	11.96	12.30	12.64	12.81	13.67	15.3
			E-6	8.88	9.23	9.57	9.91	10.42	10.76	11.10	11.28			
		E-5	7.52	7.86	8.37	8.71	9.05	9.40	9.57					
E-4	4.08	6.15	6.49	7.00	7.35									

WARRANT OFFICERS

E-3	3.31	4.95	5.30	5.64		W-4	17.08	18.28	19.13	19.82	20.33	21.01	21.70	23.4
E-2	2.86	4.10			W-3	14.86	15.72	16.23	16.74	17.25	17.77	18.45	19.13	19.8
E-1	2.77	3.76		W-2	12.81	13.50	14.01	14.52	15.03	15.55	16.06	16.57	17.25	
			W-1	11.28	11.79	12.30	12.81	13.33	13.84	14.35	14.86	15.38		

FORMER RATED OFFICERS may now be reappointed as Ready Reservists for assignment with flying units of the Air Reserve Forces. This authority was recently given the National Guard Bureau and Continental Air Command as a step to alleviate the critical shortage of pilots and navigators.

All flying units of the Air Reserve Forces are training category A, pay group A, which means they perform 48 drill pay periods per year, a 15-day tour of active duty for training, and rated officers are authorized 36 additional flying training periods each year. Reappointments are limited to captains and below who were on flying status at the time their previous appointment was terminated. Other eligibility requirements are: Applicants must agree to participate in a Ready Reserve aircrew position for at least four years; must again qualify for flying status; must meet all criteria for initial appointment in the Air Reserve Forces except that their age may exceed the maximum by the number of years of previous commissioned service, and must not have had a previous appointment terminated for cause. If the officer's former appointment had been terminated due to non-participation or failure to answer correspondence, this will not automatically disqualify him or her from reappointment. Applicants need not be college graduates.

Applicants will be screened on a first-come, first-served basis by units possessing related officer vacancies. Following is a current list of vacancies within the Air Force Reserve and Air National Guard:

ALABAMA

Mobile, Bates Fld, 908 TCGp, C-119.
Birmingham MAP, 117 TacReconWg, F-84.
Montgomery, 187 TacReconGp, F-84.

ALASKA

Anchorage, 144 AirTranSq, C-123.

ARIZONA

Luke AFB, 302 AirRescueSq, HU-16.
Phoenix MAP, 161 AirTranGp, KC-97.

ARKANSAS

Little Rock AFB, 189 TacReconGp, RB-57.
Fort Smith MAP, 188 TacReconGp, F-84.

CALIFORNIA

Hamilton AFB, 938 TCGp, C-119.
March AFB, 942, 943, 944 TCGps, C-119;
303 AirRescue Sq, HU-16.
Fresno AirTerm, 144 AirDefWg, F-86.
Hayward MAP, 129 AirCommandoGp,
HU-16/C-119.
Van Nuys AP, 146 AirTranWg, C-97.
McClellan AFB, 940 TCGp, C-119.

COLORADO

Denver NAS, 140 TacFtrWg, F-100.

CONNECTICUT

Bradley Fld, 905 TCGp, C-119.

DELAWARE

Wilmington AP, 166 AirTranGp, KC-97.

FLORIDA

Homestead AFB, 915 TCGp, C-119; 301 Air
RescueSq, HU-16.
Jacksonville AP, 125 FtrGp, F-102.

GEORGIA

Dobbins AFB, 918 TCGp, C-123; 116 Air
TranWg, KC-97.

IDAHO

Boise AirTerm, 124 FtrGp, F-86.

ILLINOIS

Chicago, O'Hare IAP, 928 TCGp, C-119; 126
AirRefWg, KC-97.
Peoria AP, 182 TacFtrGp, F-84.
Scott AFB, 932 TCGp, C-119.
Springfield MAP, 183 TacFtrGp, F-84.

INDIANA

Bakalar AFB, 930, 931 TCGps, C-119.
Fort Wayne, 122 TacFtrWg, F-84.
Terre Haute, 181 TacFtrGp, F-84.

IOWA

Sioux City MAP, 185 TacFtrGp, F-100.

KANSAS

McConnell AFB, 184 TacFtrGp, F-100.
Hutchinson NAS, 190 TacReconGp, RB-57.

LOUISIANA

Barksdale AFB, 917 TCGp, C-124.
New Orleans NAS, 926 TCGp, C-119; 159
FtrGp, F-102.

MAINE

Dow AFB, 101 AirDefWg, F-89.

MARYLAND

Andrews AFB, 909 TCGp, C-119; 113 Tac
FtrWg, F-100.
Baltimore, Martin AP, 135 AirCommandoGp,
HU-16/U-10; 175 TacFtrGp, F-86.

MASSACHUSETTS

L. G. Hanscom Fld, 901 TCGp, C-119.
Westfield MAP, 104 TacFtrGp, F-86.

MICHIGAN

Battle Creek AP, 110 TacReconGp, RB-57.
Detroit AP, 127 TacReconWg, RF-84; 191
TacReconGp, F-84.
Selfridge AFB, 927 TCGp, C-119; 305 Air
RescueSq, HU-16.

MINNESOTA

Minn-St Paul IAP, 934 TCGp, C-119;
133 AirTranWg, C-97.
Duluth MAP, 148 FtrGp, F-89.

MISSISSIPPI

Meridian, Key Fld, 186 TacReconGp, F-84.

MISSOURI

Richards-Gebaur AFB, 935, 936 TCGps, C-124.
St Joseph AP, 139 AirTranGp, KC-97.

MONTANA

Great Falls IAP, 120 FtrGp, F-89.

NEW HAMPSHIRE

Greiner Fld, 902 TCGp, C-119; 157 Air
TranGp, C-97.

NEW JERSEY

McGuire AFB, 903 TCGp, C-119; 108 Tac
FtrWg, F-105.
Atlantic City NAFEC, 177 TacFtrGp, F-84.
Newark AP, 170 AirTranGp, C-121.

NEW MEXICO

Kirtland AFB, 150 TacFtrGp, F-100.

NEW YORK

Niagara Falls MAP, 914 TCGp, C-119; 107
TacFtrGp, F-100.
Stewart AFB, 904 TCGp, C-119.
Schenectady AP, 109 AirTranGp, C-97.
Syracuse AP, 174 TacFtrGp, F-86.
White Plains AP, 105 AirTranGp, C-97.

NORTH CAROLINA

Charlotte MAP, 145 AirTranGp, C-121.

NORTH DAKOTA

Fargo, Hector Fld, 119 FtrGp, F-89.

OHIO

Clinton County AFB, 906, 907 TCGps, C-119;
160 AirRefGp, KC-97.
Lockbourne AFB, 121 TacFtrWg, F-100.
Mansfield MAP, 179 TacFtrGp, F-84.
Springfield MAP, 178 TacFtrGp, F-84.
Toledo AP, 180 TacFtrGp, F-84.
Youngstown MAP, 910 TCGp, C-119.

OKLAHOMA

Muskogee, Davis Fld, 929 TCGp, C-119.
Oklahoma City AP, 137 AirTranWg, KC-97.
Tinker AFB, 937 TCGp, C-124.
Tulsa MAP, 138 AirTranGp, C-97.

OREGON

Portland IAP, 939 TCGp, C-119; 304 Air
RescueSq, HU-16; 142 FtrGp, F-89.

PENNSYLVANIA

Gr. Pittsburgh AP, 911 TCGp, C-119; 112
FtrGp, F-102; 171 AirTranWg, C-121.
Willow Grove NAS, 912, 913 TCGps, C-119;
111 AirTranGp, KC-97.
Olmsted AFB, 168 AirTranGp, C-121.

PUERTO RICO

San Juan IAP, 156 FtrGp, F-86.

RHODE ISLAND

Providence AP, 143 AirCommando Gp,
HU-16/U-10.

SOUTH DAKOTA

Sioux Falls, 114 FtrGp, F-102.

TENNESSEE

Memphis MAP, 919, 920 TCGps, C-123.
Knoxville AP, 134 AirRefGp, KC-97.
Nashville MAP, 118 AirTranWg, KC-97.

TEXAS

Carswell AFB, 923 TCGp, C-119; 916 TCGp,
C-124.
Dallas NAS, 136 AirDefWg, F-86.
Ellington AFB, 924, 925 TCGps, C-119; 147
FtrGp, F-102.
Kelly AFB, 921, 922 TCGps, C-119.

UTAH

Hill AFB, 945 TCGp, C-119.
Salt Lake City MAP, 151 AirTranGp, KC-97.

VERMONT

Burlington MAP, 158 FtrGp, F-89.

VIRGINIA

Richmond, Byrd Fld, 192 TacFtrGp, F-84.

WASHINGTON

Paine AFB, 941 TCGp, C-119.
Spokane IAP, 142 AirDefWg, F-89.

WEST VIRGINIA

Charleston AP, 130 AirCommandoGp,
C-119/HU-16.
Martinsburg MAP, 167 AirTranGp, C-121.

WISCONSIN

Millwaukee, Mitchell Fld, 933 TCGp, C-119;
128 AirRefGp, KC-97.

WYOMING

Cheyenne MAP, 153 AirTranGp, C-121.



Interservice teamwork — Army controllers guide Air Force Reserve flight crews during Tanana Flats supply mission.

Dropping from C-119 over Alaskan countryside (below), Army Reservists commence "escape and evade" mission.

Tanana Flats I

by Lt. Col. J. B. Sweeney

"We are all in their debt."

ALASKA'S MATANUSKA VALLEY was the setting for a highly successful all Reserve airlift called *Tanana Flats I*. It ran from the first of August through the fourteenth and involved elements of the 452d and the 349th Troop Carrier Wings. Both wings are from Continental Air Command's Sixth Air Force Reserve Region in California. They airlifted and resupplied approximately 240 Army paratroop reservists belonging to the 17th Special Forces Group (Airborne), to Elmendorf AFB and from there to scattered locations throughout the nation's largest state.

In addition to the two Reserve wings, the task force assembled to bring this complicated military operation off without a serious mishap consisted of the 5040th Air Base Wing, the 5040th Consolidated Aircraft Maintenance Group, the 11th Weather Squadron of the Military Air Transport Service, elements of the Alaskan Air Command and the Alaskan Communications Region.

While not officially a part of the *Tanana Flats* exercise, the 304th Air Rescue Squadron, another AF Reserve unit from Portland, Oregon, was present during a two-weeks active duty tour and was on alert in the event of unforeseen contingencies. The Alaskan Wing of the Civil Air Patrol, under Col. James E. Carter, also stood by to lend assistance if needed during the exercise.

The various Reserve elements had a clear cut requirement laid before them. Seventeen of their aircraft were to transport personnel to and from Alaska. Another fourteen aircraft were to provide airlift exercise activities. Each of the C-119G's carrying personnel



had to drop one Army Reservist on the Claxton Drop Zone prior to landing the remainder of the troops. The Claxton Drop Zone, which is adjacent to both Elmendorf AFB and the Army's Fort Richardson, consists of an open, but rutted piece of ground measuring only 1,200 yards by 2,400 yards. On one perimeter it is hemmed in by snow topped mountains. Consequently, with the warm weather it is subject to thermals and gusty winds ranging up to 24 knots. It required considerable navigational skill to land the 12 to 15-man combat teams on target within easy reach of the equipment destined to follow them to the ground.

Like any successful military operation, there was a myriad of details to

be worked out. Maj. Frank Humpal and Capt. Edward Loughran, both Air Force Reservists, acted as on-the-scene liaison officers for Headquarters Continental Air Command.

"These two men," Col. Harry C. Manley, commanding officer of the 940th Troop Carrier Group, said in commenting on their performance, "acted superbly. They had little or no sleep and were required on an around-the-clock basis."

To lend an analytical eye to the operation were Maj. General Albert T. Wilson, Jr., vice commander of CONARC and Brig. General Jack A. Gibbs, commander of the Sixth Air Force Reserve Region. Not without humor, the Reservists arranged for a contingent

Eskimos to stage their famed Eagle-Wolf Dance as a plane-side greeting for General Wilson and other Air Force Reservists. To the beat of whale hide drums and chant of an ancient tongue, blessings and good fortune were called down upon *Operation Tanana Flats I*.

Also on hand to witness the dance was a writer-photographer team from the *National Geographic Magazine*. Mr. Kenneth Weaver and Mr. Albert Molday are doing an Air Force story to be featured in the Geographic Society's issue of next June.

Tanana Flats I revealed a remarkable degree of cooperation and understanding between active duty forces and Reservists. The Reserve troop carrier wings positioned and supplied Army Reservists charged with E & E activities, which means "escape and evade." In other words, low drops of a "stick," a team of nine soldiers, would be accomplished to act as guerrillas for the purpose of disrupting communications, blowing bridges and seeking out friendly forces within an enemy country. Each man was heavily laden with rations and radio broadcast sets. The Air Force Reserve was charged with automatically supplying these guerrillas after a two day period.

As a side requirement to the overall exercise, HU-16B *Albatross* amphibious planes, manned and piloted by the Reservists, dropped in low over the jump area to off-load pararescue medical teams. Capt. W. S. Manning, an Air Force Reservist in charge of their drop zone control, expressed his pleasure by saying that the parachutists were

"... remarkably accurate in hitting their targets."

Reservists serving in the pararescue units are the result of rigid training derived in three type schools. They are graduates of jump training, medical training and survival schools.

Like any major military undertaking, the success of *Tanana Flats* was attributable to the accomplishments of many tasks by many people. Nineteen requirements were laid on to each of the two wings. These ranged from the detailed preparation of Air Movement Tables and operational control of the exercise, to the establishment of a Combat Airlift Support Unit (CALSU), at Elmendorf AFB.

The commander of the 5040th Air Base Wing got off a little easier. He was responsible for only 12 major tasks. These covered such items as providing parking space for up to 23 C-119 aircraft and providing base operation facilities capable of processing all aircraft clearances.

In all, better than 145 sorties were flown during the operation by Air Force Reserve troop carrier units. The units involved were the 938th and 940th Troop Carrier Gps., elements of the 349th Troop Carrier Wg., Hamilton AFB, California, and the 945th and 942d Troop Carrier Gps., elements of the 452d Troop Carrier Wg., March AFB, California.

Each of the other participating units was also held responsible for pre-designated tasks. They all came through remarkably well. Their performance indicated a capability to immediately

augment this country's active military forces. While those Air Force Reservists represented only a minute part of CONAC's 320,000 members, they gave clear indication that Ready Reservists are capable and able of blending themselves into any military operation.

The purpose behind any military operation presents an interesting study. *Tanana Flats* was no different. The situation was clear and the missions spelled out. In all, there were nine major military elements, among which were close to a hundred directed tasks. The operations order was thorough, undeviating and legibly presented. The success or failure of these things could be weighed like a pound of beef, or a keg of nails. So much must be given by each unit, in order that success may be attained. Such were the tangible pieces of evidence and each fits into its niche of achievement.

However, there was another item worthy of study behind *Tanana Flats*. It was the intangible *esprit de corps* or animating spirit on the part of all hands regardless of military status, branch of service, or type of assignment. Army Reserves were airborne courtesy of the Air Force Reserve and on the ground guerrilla forces staked their well being, and in some instances their lives, on the big, lumbering, Flying Boxcars delivering goods on schedule. No one looked askance at another man's uniform, nor even at his lack of uniform. They worked together, slept and ate together, and finally in the true spirit of *Tanana Flats*, knew the feeling of complete accomplishment together.



eyes to sky, AF Reservist Capt. W. S. Manning (above) uses walkie talkie to direct HU-16s with pararescue teams of 504th ARSg., over Claxton Drop Zone during unit's training.

Alaskan welcome (below) for CONAC's Vice Cmdr., Maj. Gen. A. T. Wilson Jr., included Eskimo dancers and National Geographic magazine team of (l-r) Weaver and Molday.



Help Wanted

ALABAMA

Bates Fld., 908 TCGp.				
Officer	Airman			
AFSC Grade No.	271X0 E-4/7	4		
1055Z O-2/3	9 A60750			
1435 O-3	3 E-4/5	19		
1535 O-2/3	3 68570 E-6/7	2		

CALIFORNIA

Hamilton AFB, 938 TCGp.				
Officer	Airman			
AFSC Grade No.	27430 E-6	1		
4344 O-3	1 461X1 E-5/6	3		
6444A O-2/3	1 58250 E-4/5	3		
Airman	A607X0			
22351 E-4/5	2 E-4/9	22		

McClellan AFB, 940 TCGp.				
Officer	Airman			
AFSC Grade No.	274X0 E-5	3		
1055Z O-2/3	10 47151 E-4/5	6		
1334 O-3	1 571X0 E-3/5	7		
1435Z O-3	1 A607X0			
6444A O-2/3	1 E-3/5	15		
	647X0 E-3/5	3		
	702X0 E-3/5	12		

87 Air Terminal Squadron				
Airman				
AFSC Grade No.	60551 E-5	6		

March AFB, 452 TCWg.				
Officer	Airman			
AFSC Grade No.	431X1A			
1055Z O-2/3	38 E-3/6	76		
Airman	471X1 E-3/6	14		
A29352	571X0 E-3/6	19		
E-5	A607X0			
	22 E-3/6	61		

CONNECTICUT

Bradley Fld., 905 TCGp.				
Officer	Airman			
AFSC Grade No.	29150 E-5	5		
1055Z O-2/3	12 571X0 E-3/5	15		
	A607X0			
	E-4/5	34		

GEORGIA

Dobbins AFB, 445 TCWg.				
Airman				
AFSC Grade No.	581X0 E-3/6	6		
431X1A	607X0A			
E-3/6	16 E-3/7	22		
571X0 E-3/6	7 622X0 E-3/4	5		
	702X0 E-3/5	10		

ILLINOIS

O'Hare IAP, 928 TCGp.				
Officer	Airman			
AFSC Grade No.	565X0 E-4/6	5		
1055Z O-2/3	4 571X0 E-3/5	11		
Airman	582X0 E-4/6	4		
431X1A	A607X0			
E-4/6	10 E-4/6	17		

Scott AFB, 932 TCGp.				
Officer	Airman			
AFSC Grade No.	A29352			
1055Z O-2/3	12 E-5	8		
1435A/Z	5 565X0 E-3/5	7		
O-2/3	5 571X0 E-3/6	18		
1535 O-2/3	7 A607X0			
9025 O-3	1 E-4/6	28		
9356 O-4	2 64550 E-4/5	11		
9826 O-3	1 647X0 E-3/5	10		

INDIANA

Bakalar AFB, 434 TCWg.				
Officer	Airman			
AFSC Grade No.	A29352			
1055Z O-2/3	50 E-5	9		
1435Z O-3	8 431X1A			
1535 O-2/3	18 A607X0			
	E-4/6	40		

LOUISIANA

New Orleans, 926 TCGp.				
Officer	Airman			
AFSC Grade No.	204X0 E-5/6	2		
1055Z O-2/3	7 431X1A			
1535 O-2/3	2 E-3/7	7		
4344 O-3	1 571X0 E-4/6	7		

Barksdale AFB, 917 TCGp.				
Officer	Airman			
AFSC Grade No.	A43570			
1055Z O-2/3	5 E-6/7	5		
1435 O-3	5 56550 E-4/5	4		
9356 O-4	2 A60750			
	E-4/5	6		

MARYLAND

Andrews AFB, 459 TCGp.				
Officer	Airman			
AFSC Grade No.	431X1A			
1055Z O-2/3	9 433X0 E-5/7	2		
Airman	605X1 E-3/5	5		
27430 E-5	2 607X0 E-4/6	12		

MASSACHUSETTS

L. G. Hanscom Fld., 94 TCGp.				
Officer	Airman			
AFSC Grade No.	A607X0			
1055Z O-2/3	E-4/7	10		

85 Air Terminal Squadron				
Airman				
AFSC Grade No.	605X1 E-3/4	2		
605X0 E-3/4	2			

MICHIGAN

Selfridge AFB, 403 TCWg.				
Officer	Airman			
AFSC Grade No.	A431X1A			
1055Z O-2/3	23 E-3/7	7		
1435Z O-2/3	2 571X0 E-3/5	10		
1535 O-2/3	12 A607X0			
Airman	643X0A			
A293X2	E-3/6	6		
E-3/5	7 647X0 E-3/6	5		

MINNESOTA

Mpls.-St. Paul IAP, 934 TCGp.				
Officer	Airman			
AFSC Grade No.	24270 E-6	1		
1535 O-2/3	5 565X0 E-3/6	8		
Airman	571X0 E-3/6	6		
241X0A	70450 E-5	2		

MISSOURI

Richards-Gebaur AFB, 442 TCWg.				
Officer	Airman			
AFSC Grade No.	571X0 E-4/6	38		
1055Z O-2/4	37 A607X0			
1535 O-2/5	37 E-4/8	41		
Airman	643X0A			
A43570	E-3/6	13		

NEW HAMPSHIRE

Grenier Fld., 902 TCGp.				
Officer	Airman			
AFSC Grade No.	431X1A			
1055Z O-2/3	26 E-3/7	41		
1435A/Z	4 47151 E-4/5	2		
O-2/4	4 571X0 E-3/6	9		
1535 O-2/3	1 A607X0			
4355 O-2/3	1 E-4/7	22		
	645X0 E-3/5	4		
	702X0 E-3/5	14		

NEW JERSEY

McGuire AFB, 514 TCWg.				
Officer	Airman			
AFSC Grade No.	431X1A			
1055Z O-2/3	4 E-3/5	6		
Airman	A607X0			
27230 E-3	4 E-3/5	6		

88 Air Terminal Squadron				
Airman				
AFSC Grade No.	60550 E-4/5	2		
	60551 E-4/5	4		

NEW YORK

Niagara Falls MAP, 914 TCGp.				
Officer	Airman			
AFSC Grade No.	5554 O-3	1		
1055Z O-2/3	6 461X1 E-5/6	2		
1435A O-3	1 A60750			
1435Z O-3	1 E-4	5		

Stewart AFB, 904 TCGp.				
Officer	Airman			
AFSC Grade No.	6736 O-4	1		
0036 O-5	1 431X1A			
1055Z O-2/3	6 E-3/7	8		
6724 O-2/3	1 571X0 E-3/8	11		

OHIO

Clinton County AFB, 302 TCWg.				
Officer	Airman			
AFSC Grade No.	431X1A			
1055Z O-2/3	41 E-3/6	48		
Airman	571X1 E-3/6	17		
27430 E-5	6 605X1 E-3/5	9		
	704X0 E-5/7	3		

LEGEND: For officer grade identification: O-6 stands for Col.; O-5 stands for Lt. Col.; O-4, Maj.; O-3, Capt.; O-2, 1st Lt. Airman: The A identifies the job titles. The letter X in Air Force Specialty Code 70 indicates openings in more than one grade.

The following vacancies exist at CONAC Troop Carrier and Air Term units. Positions offer up to 48 paid drills, a 15-day annual tour of ac duty, retirement points, and possible promotion. Applicants should v to unit of choice, giving full name, address, grade and AFSC.

OKLAHOMA

Davis Fld., 929 TCGp.				
Officer	Airman			
AFSC Grade No.	271X0 E-3/5	2		
1055Z O-2/3	9 29150 E-4/5	3		
1435A/Z	36350 E-5	2		
O-3	4 571X0 E-3/4	7		
1535 O-2/3	10 A60750			
4344 O-3	1 E-4/5	16		
9826 O-3	1 64730 E-3	4		

Tinker AFB, 937 TCGp.				
Officer	Airman			
AFSC Grade No.	29150 E-4/5	6		
1055Z O-2/3	17 A43570			
1535 O-2/5	14 E-6/9	10		
	571X0 E-4/6	10		
	607X0 E-5/7	23		

PENNSYLVANIA

NAS Willow Grove, 512 TCWg.				
Officer	Airman			
AFSC Grade No.	30170 E-6	3		
1055Z O-2/3	28 431X1A			
1435Z O-2/3	6 E-3/5	40		
1535 O-2/3	5 432X1 E-3/6	9		
F4344 O-2/3	2 565X0 E-3/6	8		
6444A O-2/3	1 571X0 E-3/5	17		
6476A O-2/3	1 A607X0			
	E-3/7	27		

SOUTH CAROLINA

Charleston AFB, 81 ATermSq.				
Airman				
AFSC Grade No.	70250 E-4	3		
605X0 E-4/7	9 E-5	1		
60551 E-4/5	5			

TENNESSEE

Memphis MAP, 919 TCGp.				
Officer	Airman			
AFSC Grade No.	36350 E-5	2		
1055A O-2/3	24 57150 E-4/5	7		
1535 O-2/3	2 605X1 E-3/5	5		
	57150 E-4/5	7		

920 Troop Carrier Group				
Officer	Airman			
AFSC Grade No.	571X0 E-3/4	11		
1055A O-2/3	22 E-3/4	9		
1535 O-2/3	1 A60750			
Airman	E-4/5	23		
565X0 E-3/5	5			

ARIZONA

Luke AFB, 4510 Combat Crew Tng. Wg. Officer: 5554, O-2 (1); 8124, O-3 (1); 8824, O-3 (1); 8816, O-5 (1); 8924, O-3/4 (1); 9025, O-3 (2); O-2 (3); 9035, O-2 (2); 9236, O-3 (1); 9326, O-4 (2); O-3 (1); 9416, O-3/4 (1); 9636, O-4 (1); 9735, O-3 (1); O-2 (3); 9745, O-3 (1); 9754, O-4 (2); O-3 (12); O-2 (11); 9826, O-2/3 (2). Airman: 40350, E-4 (1); 471X0, E-7 (1); E-5 (2); 47151, E-5 (2); 532X0, E-5/6 (1); 53350, E-5 (1); 542X0Z, E-7 (1); E-5 (4); 543X0, E-7 (1); E-5 (4); 545X0, E-6 (1); E-5 (2); 546X0W, E-5/6 (1); 551X0, E-7 (1); E-5 (3); 55151, E-5 (8); 55250, E-5 (4); 563X0, E-7 (1); E-5 (3); 564X0Z, E-7 (1); E-5 (2); 565X0, E-7 (1); E-5 (4); 62150, E-4/5 (1). Also: 622X1, E-5/6 (1); 622X0, E-6 (2); E-5 (14); E-4 (25); 623X0, E-4 (1); 64550, E-4 (1); 64650, E-4 (1); 67151, E-4 (1); 67153, E-4 (1); 67170, E-6 (1); 70150C, E-5 (1); 70150P, E-4 (1); 70250, E-4 (1); 70430, E-4 (8); 732X0B, E-4/6 (2); 771X0, E-6 (2); E-5 (18); E-4 (17); 90150, E-4 (1); 902X0B, E-7 (4); E-6 (11); E-5 (18); E-4 (73); 902X4, E-6 (1); E-4 (2); 90290, E-8 (3); 90350, E-4 (2); 90450A, E-4/5 (1); 90450B, E-4 (1);

TEXAS

Carswell AFB, 916 TCGp.		
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Also: 60351, E-5 (1); 60550, E-5 (5); 60551, E-5 (1), E-4 (2); 62150, E-4 (2); 622X0, E-6 (1), E-5 (7); E-4 (17); 62350, E-4 (1); 643X0A, E-5/6 (2), E-4 (8); 64550, E-4 (4); 64650, E-5 (3), E-4 (5); 64750, E-5 (2), E-4 (5); 651X0, E-5/6 (1); 67151, E-5 (2), E-4 (1); 67153, E-5 (2), E-4 (1); 67170, E-6 (2); 68550A, E-4 (2); 70150C, E-5 (1); 70150P, E-4 (1); 702X0, E-6 (1), E-5 (2), E-4 (6); 704X0, E-8 (1), E-5 (4), E-4 (5); 73250B, E-5 (3), E-4 (5); 771X0, E-7 (1), E-6 (2), E-5 (12), E-4 (24); 771X1, E-5/6 (1); 90170, E-6 (1); 90250B, E-6/7 (2), E-4 (2); 90252, E-5 (3), E-4 (2); 90290, E-8 (1); 90450B, E-4/5 (1); 90550, E-4 (1); 90650, E-5 (1), E-4 (3); 906X1, E-7 (1), E-4/5 (1).

FLORIDA

Homestead AFB, 31 Tac. Ftr. Wg. Officer: 3234A, O-3 (1). Airman: 30150, E-4 (1); 42353C, E-4/5 (1); 432X0, E-7 (1), E-6 (2), E-4/5 (3); 432X0B, E-6 (2), E-5 (4); 54350, E-5 (2); 64650, E-4 (1); 70250, E-4 (1).

MacDill AFB, 836 Air Division. Officer: 1435Z, O-3 (1); 3234A, O-3 (1); 4344, O-3 (2); 6424, O-3 (1), O-2 (2); 6476A, O-3 (1); 6524, O-2 (1); 7324, O-2/3 (1); 8124, O-2 (1); 8816, O-4 (1); 8924, O-3 (1). Airman: 271X0, E-7 (1), E-4 (1); 30150, E-4 (1); 422X0, E-7 (1), E-5 (2); 42353C, E-4/5 (1); 431X1A, E-5/6 (2), E-4 (3); 431X1C, E-7 (5), E-6 (9), E-5 (3), E-4 (3); 432X0, E-6 (2), E-5 (1); E-4 (2); 46150, E-4 (2); 471X0, E-6 (1), E-4 (2).

Also: 47151, E-5 (2), E-4 (5); 47152, E-4 (1); 53150, E-4 (1); 56350, E-4 (2); 57150, E-4 (1); 60251, E-4 (1); 60270, E-6 (1); 60350A, E-4 (1); 60351, E-5 (1); 60550, E-4 (1); 62150, E-4/5 (2); 622X0, E-6 (1), E-4/5 (5); 62350, E-4 (1); 643X0A, E-6 (1), E-5 (2), E-4 (8); 645X0, E-7 (1), E-6 (3), E-5 (2), E-4 (5); 64650, E-4/5 (5); 647X0, E-6 (2), E-5 (3), E-4 (5); 64771, E-6 (1); 651X0, E-5/6 (1); 671X0, E-6 (2), E-4 (1); 67151, E-5 (2), E-4 (1); 67153, E-5 (2), E-4 (1); 68550A, E-4 (2); 70150C, E-4 (1); 70150P, E-5 (1); 70250, E-5 (3), E-4 (1); 732X0B, E-6 (1), E-4/5 (3); 771X0, E-7 (1), E-5 (2), E-4 (11); 92250A, E-4 (1).

KANSAS

McConnell AFB, 23 Tac. Ftr. Wg. Officer: 3234A, O-3 (1); 4344, O-3 (2); 8016, O-3 (3); 8824, O-3 (1); 9326, O-4 (1); 9416, O-5 (2), O-4 (1); 9735, O-4 (2), O-2/3 (1); 9236, O-3 (1); 9725, O-2 (1); 9156, O-3 (1); 9056, O-3 (1); 9025, O-4 (1); 9216, O-3 (1); 9124, O-2 (1); 9336, O-4 (1). Airman: 40350, E-4 (1); 42353C, E-5 (1); 431X1A, E-6 (2), E-5 (4); 431X1C, E-7 (5), E-6 (10), E-5 (3), E-4 (1); 432X0, E-6 (2), E-5 (4); 43251, E-4 (1); 543X0, E-7 (1), E-5 (1); 60350A, E-4 (3); 64650, E-4/5 (1); 70250, E-5 (2), E-4 (1); 90254, E-4 (1); 90450, E-4 (3); 90470, E-6 (1).

LOUISIANA

England AFB, 401 Tac. Ftr. Wg. Officer: 3234A, O-3 (1); 5534, O-3 (1); 5554, O-2 (1); 6424, O-2 (2); 5524, O-2 (1); 6476A, O-3 (1); 7324, O-2 (1); 8124, O-2 (1); 8824, O-3 (1); 9356, O-4 (1); 9926, O-4 (1). Airman: 30150, E-4 (1); 42353C, E-4/5 (1); 431X1A, E-6 (1); 431X1C, E-7 (1), E-6 (2), E-5 (3), E-4 (2); 432X0, E-6 (2), E-5 (3); 46150, E-4 (2); 471X0, E-7 (1), E-5 (6), E-4 (2); 47151, E-5 (4), E-4 (9); 47152, E-5 (1); 47153, E-4 (1); 53150, E-4 (1); 532X0, E-5/6 (1); 53350, E-5 (1); 542X0Z, E-7 (1), E-5 (4); 543X0, E-7 (1), E-5 (6); 54550, E-6 (1), E-5 (2); 546X0W, E-5/6 (1).

Also: 551X0, E-7 (1), E-5 (3); 55151, E-5 (8); 55250, E-5 (4); 563X0, E-7 (1), E-5 (3); 564X0Z, E-7 (1), E-5 (2); 565X0, E-7 (1), E-5 (4); 60270, E-6 (1); 60350A, E-5 (3), E-4 (7); 60351, E-5 (1); 62150, E-5 (2), E-4 (1); 622X0, E-6 (1), E-5 (4), E-4 (5); 62350, E-4 (1); 643X0A, E-6 (1), E-5 (2), E-4 (8); 645X0, E-5/6 (3), E-4 (5); 64650, E-4/5 (2); 647X0, E-6 (2), E-5 (3), E-4 (2); 64771, E-6 (1); 651X0, E-5/6 (1); 67151, E-5 (2); 67153, E-4/5 (1); 67170, E-6 (2); 68550A, E-4 (2);

70150C, E-5 (1); 70150P, E-4 (1); 70250, E-4 (4); 72150, E-4 (1); 73250B, E-4/5 (3); 75330, E-4 (1); 771X0, E-7 (1), E-6 (2), E-5 (13), E-4 (23); 771X1, E-5/6 (1); 901X0, E-6 (2), E-5 (1); 902X0B, E-7 (1), E-6 (2), E-5 (4).

NEVADA

Nellis AFB, 4520 Combat Crew Tng. Wg. Officer: 3254A, O-3 (1); 6424, O-2/3 (1); 8124, O-2 (1); 8824, O-3 (2); 8924, O-3/4 (1); 9316, O-6 (1); 9745, O-2 (1); 9826, O-3 (2). Airman: 27150, E-5 (1); 461X1, E-5/6 (1); 70150C, E-5 (1); 70150P, E-4 (1); 771X0, E-7 (1), E-6 (3), E-5 (6), E-4 (17); 90170, E-6 (1); 902X0B, E-7 (3), E-6 (5), E-5 (6), E-4 (2); 90252, E-5 (1); 90450B, E-5 (1); 906X0, E-6 (2), E-5 (3); 90671, E-6 (1); 98150, E-5 (3).

NEW MEXICO

Cannon AFB, 832 Air Division. Officer: 3234A, O-3 (2); 5525, O-4 (1); 5534, O-3 (2); 5544, O-2 (1); 5554, O-2 (1); 6034, O-2 (1); 6424, O-2 (1); 6524, O-2 (1); 6476A, O-3 (1); 7324, O-3 (2); 7344, O-3 (1); 8124, O-2 (1); 8924, O-4 (1), O-3 (1); 9035, O-3 (1); 9056, O-3 (1); 9124, O-2 (1); 9156, O-3 (1); 9216, O-3 (1); 9316, O-6 (1); 9416, O-5 (1); 9486, O-4 (1); 9656, O-4 (1); 9735, O-4 (1), O-3 (1); 9745, O-3 (1); 9754, O-3 (6), O-2 (3); 9926, O-4 (1). Airman: 01090, E-7 (1); 27170, E-7 (1); 30150, E-4 (1); 40350, E-4 (1); 42353C, E-4/5 (2); 431X1C, E-7 (3), E-6 (4), E-5 (5), E-4 (3); 43171A, E-6 (1); 432X0, E-6 (4), E-5 (8); 46150, E-4 (1); 47150, E-5 (2); 47151, E-5 (4), E-4 (2); 47152, E-5 (1); 47170, E-7 (2); 532X0, E-5/6 (1); 53350, E-5 (1); 542X0Z, E-7 (1), E-5 (5); 543X0, E-7 (1), E-5 (8).

Also: 545X0, E-6 (1), E-5 (2); 54650, E-5 (1); 54670W, E-6 (2); 55150, E-5 (3); 55151, E-5 (8); 55170, E-7 (1); 55250, E-5 (6); 563X0, E-7 (1), E-5 (3), E-4 (2); 564X0Z, E-7 (1), E-5 (2); 56550, E-7 (1), E-5 (5); 571X0, E-6 (1), E-5 (2), E-4 (4); 58250, E-5 (1); 60251, E-5 (1); 60350A, E-5 (2); 60351, E-5 (1); 60550, E-5 (3); 62150, E-4 (2); 622X0, E-6 (1), E-5 (7), E-4 (12); 62350, E-4 (1); 643X0A, E-5/6 (2), E-4 (8); 64550, E-4 (4); 64650, E-5 (1), E-4 (7); 64750, E-5 (2), E-4 (5); 651X0, E-5/6 (1); 67151, E-5 (3), E-4 (1); 67153, E-4/5 (2); 67170, E-6 (2); 68550A, E-4 (5); 70150P, E-4 (1); 70250, E-4 (5); 704X0, E-5 (3), E-4 (2); 732X0B, E-6 (1), E-4/5 (3); 771X0, E-6/7 (2), E-5 (13), E-4 (24); 771X1, E-5/6 (1); 90170, E-7 (1); 90250B, E-5 (2), E-4 (5); 90252, E-5 (1), E-4 (3); 90254, E-5 (1), E-4 (2); 90270B, E-6/7 (2); 90450B, E-5 (1); 90470, E-5 (2); 90550, E-4 (1); 90650, E-5 (1), E-4 (2); 906X1, E-7 (1), E-4 (1).

Holloman AFB, 366 Tac. Ftr. Wg. Officer: 3234A, O-3 (1); 4344, O-3 (3). Airman: 30150, O-4 (1); 42353C, E-4/5 (1); 431X1A, E-6 (2), E-5 (2), E-4 (3); 431X1C, E-7 (5), E-6 (19), E-4/5 (3); 432X0, E-6 (2), E-5 (4); 43251, E-4 (2); 543X0, E-7 (1), E-5 (2); 70250, E-5 (2), E-4 (1).

NORTH CAROLINA

Pope AFB, 838 Air Division. Officer: 4724, O-4 (1); 6034, O-2 (1); 5525, O-3 (1); 6424, O-2/3 (1); 6476A, O-3 (1); 6524, O-2 (1); 7324, O-2 (1); 7344, O-3 (1); 8124, O-2 (1); 8824, O-3 (1); 9326, O-4 (1). Airman: 22250, E-5 (1); 27170, E-7 (1); 42153, E-5 (1); 43151A, E-5 (29), E-4 (14); 43251, E-4 (5); 46150, E-4 (2); 471X0, E-7 (1), E-4/5 (2); 47151, E-5 (4), E-4 (8); 47153, E-4 (1); 53150, E-4 (1); 53270, E-7 (2); 53450, E-4 (1); 54250Z, E-5 (1).

Also: 54650W, E-5 (1); 55150, E-5 (1); 55151, E-5 (2); 55250, E-4/5 (1); 55251, E-4 (1); 56350, E-4 (2); 56450Z, E-4 (2); 56550, E-4/5 (1); 571X0, E-5/6 (1), E-4 (4); 60350A, E-4 (6); 62150, E-4/5 (2); 622X0, E-6 (1), E-4/5 (5); 643X0A, E-5/6 (1), E-4 (7); 645X0, E-6 (3), E-5 (2), E-4 (4); 647X0, E-6 (2), E-5 (3), E-4 (2); 64771, E-6 (1); 651X0, E-5/6 (1); 67151, E-5 (2), E-4 (1); 67153, E-5 (2); 67170, E-6 (2); 68550A, E-4 (2); 70150C, E-4 (1); 70150P, E-5 (1); 70250, E-4 (2); 73250B, E-5 (2), E-4 (1); 75330, E-4 (1); 771X0, E-7 (1),

E-6 (2), E-5 (7), E-4 (23); 90650, E-4 (1).

Seymour Johnson AFB, 4 Tac. Ftr. Wg. Officer: 5554, O-2 (1); 9356, O-3 (1); 9416, O-4/5 (1). Airman: 43151C, E-6 (1), E-5 (2), E-4 (1); 43250, E-5 (4); 47150, E-5 (2); 47151, E-5 (2); 532X0, E-5/6 (1); 53350, E-5 (1); 542X0Z, E-7 (1), E-5 (3); 543X0, E-7 (1), E-5 (6); 54550, E-6 (1); E-5 (2); 546X0W, E-4/5 (1); 551X0, E-7 (1), E-5 (3); 55151, E-5 (8); 55250, E-5 (3); 563X0, E-7 (1), E-5 (3); 564X0Z, E-7 (1), E-5 (2); 565X0, E-7 (1), E-5 (4); 64650, E-5 (2); 70150C, E-5 (1); 70150P, E-4 (1); 73270B, E-6 (1); 90250B, E-4 (1); 90252, E-5 (1); 90254, E-5 (1); 981X0, E-6 (1), E-4 (2).

SOUTH CAROLINA

Myrtle Beach AFB, 354 Tac. Ftr. Wg. Officer: 1435Z, O-3 (1); 4344, O-2 (1); 4724, O-2 (1); 6034, O-2 (1); 6476A, O-3 (1); 5534, O-3 (1); 5544, O-2 (2); 6424, O-3 (1), O-2 (3); 6524, O-2 (1); 8054, O-2 (1); 8124, O-2 (1); 9025, O-2 (1); 9316, O-4 (1); 9826, O-3 (1); 9926, O-4 (1). Airman: 204X0, E-6 (1), E-4/5 (1); 23250, E-5 (2); 271X0, E-7 (2), E-5 (1); 30150, E-4 (1); 42353C, E-4 (1); 431X1C, E-7 (1), E-6 (2), E-5 (3), E-4 (2); 43171A, E-6 (1); 43250, E-5 (1); 46150, E-4 (2); 471X0, E-7 (2), E-5 (4), E-4 (2); 47151, E-5 (15); 46250, E-4 (1); 47152, E-5 (1); 47153, E-4/5 (1); 53150, E-5 (1); 532X0, E-5/6 (1); 53350, E-5 (1); 54250Z, E-5 (4); 543X0, E-6 (1), E-5 (6); 5450, E-5 (2); 546X0W, E-5/6 (1); 551X0, E-7 (1), E-5 (3); 55151, E-5 (8).

Also: 55250, E-5 (4); 563X0, E-7 (1), E-5 (3); 56450Z, E-7 (1), E-5 (2); 565X0, E-7 (1), E-5 (4); 60270, E-6 (1); 60350A, E-5 (2), E-4 (8); 60351, E-5 (1); 62150, E-4/5 (2); 622X0, E-6 (1), E-4/5 (5); 62350, E-4 (1); 643X0A, E-6 (1), E-5 (2), E-4 (8); 645X0, E-7 (1), E-6 (3), E-5 (3), E-4 (5); 64650, E-5 (1), E-4 (5); 647X0, E-6 (2), E-5 (3), E-4 (5); 64771, E-6 (1); 651X0, E-5/6 (1); 671X0, E-5/6 (1); 67151, E-4 (1); 67153, E-4/5 (1); 68550, E-4 (1); 70150C, E-4 (1); 70150P, E-5 (1); 70250, E-5 (2), E-4 (4); 70450, E-5 (1); 73250B, E-4 (2); 771X0, E-7 (1), E-5 (11), E-4 (23); 77151, E-5/6 (1); 902X0B, E-5/6 (2); 90252, E-4 (1); 90350, E-5 (2); 90450B, E-5 (1); 90550, E-5 (1); 906X0, E-7 (1), E-4 (3); 90750, E-5 (1); 908X0, E-7 (1), E-5 (1); 98150, E-4 (2).

Shaw AFB, 363 Combat Support Gp. Officer: 3254A, O-3 (1); 6424, O-3 (2); 6434A, O-3 (1); 8054, O-3 (1); 8816, O-4 (1); 9025, O-2 (2); 9326, O-3 (1); 9356, O-3 (1); 9416, O-5 (1); 9735, O-3 (2); 9745, O-3 (1); 9754, O-3 (2); 9826, O-3 (1). Airman: 204X0, E-8 (1), E-7 (3), E-6 (1); 22350, E-5 (1), E-4 (2); 27170, E-6 (1); 32390, E-9 (1); 40350, E-4 (1); 42153, E-5 (2); 43190, E-9 (1); 43250, E-5 (8); 43490, E-8 (2); 462X0, E-8 (1), E-4 (1); 60570, E-6/7 (1); 62231, E-5 (2); 622X0, E-7 (1), E-5 (2), E-4 (4); 64570, E-6 (1); 646X0, E-7 (2), E-5 (5); 64771, E-7 (1); 67170, E-7 (2), E-6 (4); 681X0, E-7 (1), E-5 (2); 68370, E-7 (1); 68550A, E-5 (1); 70150C, E-4 (1); 70150P, E-5 (1); 70170, E-6/7 (1); 702X0, E-7 (1), E-5 (1), E-4 (5); 70450, E-5 (4); 70550, E-5 (9); 72170, E-6 (1); 77170, E-6 (1); 90150, E-4 (2); 902X0B, E-6 (1), E-5 (2), E-4 (10); 90252, E-5 (1), E-4 (2); 90254, E-5 (1); 90290, E-8 (3); 90370, E-7 (1); 90450B, E-5 (2); 90550, E-5 (1); 906X0, E-9 (1), E-6 (1), E-4/5 (3); 906X1, E-8 (1), E-5 (1), E-4 (2); 90750, E-5 (1); 98150, E-4 (2).

TENNESSEE

Sewart AFB, 839 Air Division. Officer: 3234C, O-2 (1); 4724, O-3 (1); 5544, O-3 (1); 6424, O-2/3 (1); 6896, O-4 (1); 7324, O-3 (1); 7444, O-4 (1); 8916, O-4 (1); 8924, O-3 (1); 9156E, O-3 (1); 9316, O-5 (1); 9326, O-3 (4); 9356, O-4 (2); 9366, O-4 (1); 9386, O-4 (1); 9416, O-4 (1); 9735, O-2 (1); 9745, O-2 (1); 9754, O-2 (6). Airman: 22350, E-5 (1); 301X0, E-6 (1), E-5 (5), E-4 (8); 30454, E-4 (1); 42151, E-4/5 (3); 42152, E-5 (2); 42250, E-5 (2); 42251, E-4 (6); 43151E, E-5 (11), E-4 (36); 43250, E-5 (5), E-4 (6); 44250A, E-5 (1); 47151, E-5 (2), E-4 (1);

53450, E-4 (1); 54250Z, E-4 (2); 54350, E-5 (1); 54570, E-6 (1); 54650W, E-4 (1); 551X0, E-5/6 (1); 55152, E-4 (2); 55231, E-3 (1); 55250, E-5 (1), E-4 (2); 56350, E-5 (1); 571X0, E-5 (2), E-4 (1), E-3 (1); 58150, E-5 (1); 603X0A, E-4 (4), E-3 (2).

Also: 62250, E-4 (1); 645X0, E-6 (1), E-5 (2), E-4 (5); 64650, E-5 (1), E-4 (6); 647X0, E-5/6 (1), E-4 (4); 65170, E-6/7 (1); 67153, E-4 (3); 671X0, E-8 (1), E-6 (1); 68150, E-4 (1); 685X0A, E-5/6 (1); 70150C, E-4 (1); 70150P, E-5 (1); 702X0, E-6/7 (1), E-5 (4), E-4 (6); 72170, E-6 (1); 732X0B, E-6/7 (2), E-5 (1); 73290, E-8 (1); 74151, E-4 (1); 751X0, E-5/6 (1); 771X0, E-6 (2), E-4/5 (1), E-3 (4); 90150, E-5 (4); 902X0B, E-7 (2), E-6 (4); E-5 (9), E-4 (15); 90252, E-5 (3), E-4 (2); 90350, E-5 (2); 90450A, E-5 (2); 90550, E-5 (2); 90650, E-5 (3), E-4 (4); 90651, E-5 (2), E-4 (1); 907X0, E-4/6 (1); 908X0, E-6 (1), E-5 (2); 98150, E-4/5 (1); 98250, E-5 (1).

TEXAS

Dyess AFB, 516 TCWg. Officer: 3234C, O-2 (2); 4344, O-3 (1). Airman: 301X0, E-6 (2), E-5 (6), E-4 (9); 30454, E-4 (1); 42151, E-4/5 (3); 42152, E-5 (3); 42250, E-5 (3); 42251, E-4 (5); 43151E, E-5 (12), E-4 (35); 43250, E-5 (5), E-4 (7); 58150, E-5 (1).

James Connally AFB, 12 AF, 4501 Ssg. Officer: 1416, O-4 (1); 1435Z, O-3 (2); 1916, O-4 (1); 1925, O-3 (1); 3234C, O-3 (1); 4344, O-3 (1); 6034, O-3 (1); 6416, O-4 (1); 6896, O-4 (1); 8824, O-3 (1); 9356, O-3 (1); 9826, O-5 (1). Airman: 204X0, E-7 (1), E-5/6 (2); 20650, E-5 (1); 22350, E-5 (1); 27470, E-6 (1); 43171C, E-6 (1); 60490, E-9 (1); 60570, E-6 (2); 64570, E-7 (1); 64670, E-6 (1); 68370, E-6 (1); 70170, E-6/7 (1); 70270, E-5/6 (2), E-4 (7); 70550, E-5 (3); 711X0, E-6 (1), E-4 (2); 721X0, E-6 (2), E-5 (1); 77170, E-7 (1).

VIRGINIA

Langley AFB, 4500 ABWg. Officer: 1416, O-5 (1), O-4 (2); 1435A, O-3 (1); 1435Z, O-3 (4); 2826, O-4 (4); 2896, O-4 (1); 3234, O-3 (1), O-2 (2); 5554, O-2 (1); 6424, O-3 (3); 6434, O-4 (1); 6476A, O-4 (1); 6896, O-4 (1); 7324, O-3 (2); 7924, O-2 (1); 8086, O-3 (1); 9025, O-2 (1); 9035, O-2 (1); 9056, O-3 (1); 9156E, O-3 (1); 9326, O-3 (8); 9356, O-4/6 (1); 9386, O-4 (2), O-3 (2); 9426, O-4 (4); 9436, O-4 (1); 9586, O-4 (1); 9636, O-3 (1); 9656, O-4 (1); 9735, O-3 (2); 9754, O-3 (10), O-2 (19); 9826, O-3 (2). Airman: 204X0, E-7 (3), E-6 (5), E-5 (4); 20670, E-6/7 (1); 22351, E-4 (3); 23270, E-6 (1); 301X0, E-6 (2), E-5 (6), E-4 (9); 30454, E-4 (1); 40350, E-5 (2); 42151, E-4/5 (3); 42152, E-4 (3); 42250, E-5 (2); 42251, E-4 (6); 43151E, E-5 (11), E-4 (35); 43250, E-4/5 (5); 471X0, E-7 (1), E-5 (2); 47151, E-5 (2); 532X0, E-7 (1), E-5 (1); 53350, E-5 (1); 542X0Z, E-7 (1), E-5 (4); 543X0, E-7 (1), E-5 (4).

Also: 545X0, E-6 (1), E-5 (2); 54650, E-5 (1); 54670W, E-6 (1); 551X0, E-7 (1), E-5 (3); 55151, E-5 (7); 55250, E-5 (4); 563X0, E-7 (1), E-5 (3); 564X0Z, E-7 (1), E-5 (2); 565X0, E-7 (1), E-5 (4); 62150, E-5 (1); 62231, E-5 (3); 62250, E-5 (4), E-4 (12); 62271, E-7 (1); 62350, E-5 (1); 64550, E-5 (2); 67170, E-7 (2), E-6 (1); 681X0, E-6 (1), E-5 (2); 68370, E-7 (1); 68550A, E-4/5 (1); 685X0B, E-7 (1), E-5 (2); 70150C, E-4 (1); 70170, E-6 (1); 702X0, E-7 (4), E-6 (7), E-5 (21), E-4 (22); 70450, E-5 (10); 70570, E-6 (1); 71150, E-5 (3); 721X0, E-6 (2), E-4/5 (2); 73231, E-5 (1); 732X0B, E-7 (5), E-6 (6), E-5 (12), E-4 (3); 73271, E-7 (1); 73290, E-8/9 (1); 90150, E-5 (2), E-4 (3); 90152, E-5 (2), E-4 (3); 90170, E-6 (2); 90250B, E-5 (21), E-4 (48); 90252, E-5



Airmen James Cramer (l) and David Hunt, 304th ARSq., Portland, Ore., prepare for summer training in Alaska.

Summer Encampments

1964 *continued*

"The country is immeasurably stronger because of their devotion to duty"

processing of passengers, baggage and air freight at that busy Air Force terminal. Air Force Reserve's objective is for each of its 12 air terminal squadrons to be 100 percent operationally ready, with the ability to maintain an air terminal facility anywhere in the world within 24 hours after recall to active duty.

communications training . . .

Elements of the fifteen Air Guard GEEIA Squadrons are training at approximately 54 different Air Force locations including Cape Kennedy, Wright-Patterson AFB and Eglin AFB. Teams from some of these squadrons will train at Elmendorf AFB, Alaska. Annual field training for these squadrons is conducted at Air Force installations where the units install or repair ground communications electronics systems including telephone cable facilities, radio communications, radio relay and navigational equipment. This provides up-to-date training for the Air Guardsmen, and saves money for USAF.

The Air Guard's two communications-maintenance squadrons are training at approximately 18 different Air Force bases. Some of the personnel have been assigned to work at Air Force maintenance depots to repair and overhaul all types of ground communications-electronics equipment including radio, radar, telephone, facsimile and teletype equipment. Other squadron representatives will train at remote Air Force sites in a mobile depot assistance capacity. Also, some teams are training at Punta Salinas, Puerto Rico, installing

radar towers and performing maintenance of the base telephone system.

Each of the Guard's four mobile communication groups is deploying its radio communication system for a two week field test during the summer encampment period. Each group creates a backbone UHF/FD system of voice and teletype circuits linking key Air Force or other military bases. In addition to these key points, voice and teletype service using HF radio teletype vans is provided to a wide variety of additional Department of Defense users. While the system is in each case designed for exercise purposes, it simulates the valuable service that these units will provide during periods of emergency. These systems will be tied into the Air Force Communications Complex.

The Guard's two mobile communica-

tions squadrons are training to create the capability to convert a landing strip into an operational airdrome with communications and navigational aid support. Two ANG permanent field training sites, one at Volk Field, Wisconsin and the other at Phelps-Collins AN Base, Michigan, are being used for summer deployment of these squadrons and their nine subordinate flights. Communications and air traffic control services (tower and GCA) will be provided to ANG flying units using those bases throughout the summer training season.

Recovery encampment . . .

A typical summer encampment for an Air Force Reserve Recovery squadron was conducted by the 9319th AFRRSq., West Palm Beach, Florida. Basically, a Recovery squadron repre-

Reserve medical technicians of 36th AMESq., Richards-Gebaur AFB, Missouri, use Carmody aspirator during summer encampment at Travis AFB, California.



ents the nucleus of an Air Force base, containing skeleton sections of specialties such as Air Police, Maintenance, Administration, Supply, Operations, Transportation, Food Services and Civil Engineering. The mission of Air Force Reserve's Recovery units is to augment active duty Air Force units in aircraft dispersal, recovery and reconstitution.

The 9319th Reservists held their summer training at McCoy AFB, Florida, where officers and airmen were assigned by specialty to Regular Air Force squadrons and sections. For example, Air Policemen were assigned to USAF's 106th Combat Defense Squadron and aircraft maintenance personnel worked with Air Force specialists of the 306th Field Maintenance Squadron. Working with the USAF units gives the Reservists up-to-date knowledge of the equipment and techniques used by their active duty counterparts and helps prepare them for their augmentation role.

General support and training . . .

During the mid-July summer training tour for units of the 113th Tactical Fighter Wing, Andrews AFB, Maryland, Air National Guard pilots proved their capability in air-to-air and air-to-ground gunnery tests. Operating out of Travis Field near Savannah, Georgia, the ANG pilots flew air-to-air gunnery missions over the Atlantic Ocean and air-to-ground missions on the Poinsett range near Shaw AFB, South Carolina. At the Poinsett range, gunnery tactics included strafing with 20mm ammunition, rocketry, high-angle dive bombing and skip bombing. Over the Atlantic, the ANG pilots tested their skill against fighter-towed Dart targets.

As examples of the Air Guard pilots' performance, Captain Robert McChesney, 107th Tactical Fighter Group, Niagara Falls, New York, scored 80 out of a possible 100 during the strafing tests. Lt. Col. Joseph J. Maisch, Jr., 75th Tactical Fighter Group, Baltimore, Maryland, was second with 71, and Lt. Col. John E. Blewett, commander of the 107th, was third with 69 points. To qualify under Tactical Air Command standards, a score of 25 out of 100 is required.

Air National Guard also furnishes airlift support to the active forces engaged in joint exercises. ANG's seven transport wings, flying C-97 "Strato-lifters" and C-121 "Super Constellations," perform their training missions carrying cargo and personnel for AFS to such places as Japan, the Philippines, Spain or France. This summer they took part in a tactical mobility exercise, *Guardlift I*, by airlifting about 12,000 Army National Guard



Air Guardsmen, A3C Robert Hall (l), A2C Ted Ingram and Capt. James Cantrell, 105th Weather Flt., Berry Field, Tenn., prepare charts while training with active duty forecasters at Langley AFB, Va. (Below) MSgt. George Finnerty (l) and SSgt Joseph Leo, 9319th Recovery Sq., get summer training under MSgt William LaBounty, USAF, at McCoy AFB, Fla.



troops to training sites in Alaska, Puerto Rico, Hawaii, and to bases in the continental United States.

The two week annual summer field training period for the two Air National Guard tactical control groups, for instance, meant supporting the joint services exercise *Desert Strike*. These two groups and their more than 2,000 men and 16 separate units from 12 states provided at least 95 percent of the critical communications and radar support required to control strike aircraft on both sides of the exercise.

The U.S. Army used aircraft and crews of the 907th Troop Carrier Group to good advantage while the Air Force Reserve unit was engaged in summer training at its home station Clinton County AFB, Ohio. The first mission of the 907th was to supply six C-119 aircraft and crews to the Airborne Infantry School at Fort Benning, Georgia. The Air Force Reservists were used over a five-day period to fly airdrop missions during which some 250 Army jump school students completed the final phase of their paratroop training.

PEOPLE in the NEWS . . .

SMSgt. Gene W. Thompson of the 148th Fighter Group headquarters at Duluth, Minnesota, and **MSgt. Elmer F. Schilling** of the 922d Aerial Port Flight, 433d Troop Carrier Wing, Kelly AFB, Texas, have been named "Outstanding Airmen" of the Air Reserve Forces for 1964 and will be honored guests of the Air Force Association during its convention in Washington, D. C.

The two airmen competed with thousands of other Air Guardsmen and Reservists for the honor. Their selection was based on such factors as leadership qualities, character, training participation and community relations.

Sergeant Thompson, Air National Guard's "Outstanding Airman" is First Sergeant of his squadron. He joined the Air National Guard in 1960 after serving 12 years with the Wisconsin Army National Guard. He is credited with doing an outstanding job in counseling young airmen and is respected by all personnel for his leadership abilities.

The sergeant also is known for his civic endeavors. He is an alderman in Spooner, Wisconsin, and has served as chairman of the street department for the past five years. He is past president of the Spooner Chamber of Commerce and a member of its executive board. He is self employed in a variety of jobs including a milk distributing firm and an excavation business.

Sergeant Schilling is Noncommissioned Officer In Charge of the 922d. As a civilian, he is an aircraft sheet-metal mechanic at Kelly AFB.

During the past year, Sergeant Schilling was awarded the Air Medal and USAF Well Done Award for meritorious achievement while participating in aerial flight under extremely hazardous conditions on two separate occasions.

NEW POST



Sessums

OUTSTANDING AIRMEN



Thompson



Schilling

Last August, the C-119 aircraft of which he was loadmaster, lost an engine during a sortie in the Air Force-Army Exercise Swift Strike III. The sergeant jettisoned cargo and secured equipment seconds before the plane crash landed. Despite a dislocated shoulder, he helped other crew members from the wreckage.

He again distinguished himself the following month, during CONAC's annual troop carrier competition at Clinton County AFB, Ohio, when his cargo laden C-119 lost an engine on take off. Once more he displayed outstanding courage and professionalism by jettisoning its heavy equipment load and briefing passengers before the plane crash landed.

Maj. General Roy T. Sessums, Air Force Reserve, has replaced Maj. General Charles DuBois, ANG, as chairman of the Air Reserve Forces Policy Committee. The appointment was made by Air Force Secretary Eugene M. Zuckert in July and will extend for a period of two years. General Sessums will head the committee of 18 senior officers of the Air National Guard, Air Force Reserve and Hq USAF, which advises the Secretary of the Air Force on Air Reserve Forces policy matters. General Sessums was previously vice chairman of the committee and holds and M-Day assignment as assistant to the commander, Air Force Systems Command. Replacing General Sessums as Vice Chairman is Brig. General Donald Strait, commander, 108th Tactical Fighter Wing, New Jersey ANG.

Maj. Georgia M. Pollard and **Capt. Norvel L. R. Lee**, Air Force Reservists, were among 280 volunteers selected to participate in this summer's privately financed aid program, "Operations Crossroads Africa." Major Pollard, assistant education coordinator of the 635th Nurse Training Section, Mitchel Field, New York, and nine other nurses

went to Enugu, Eastern Nigeria. They provided medical care to patients and helped train community health nurses. Captain Lee went to Mali to train youth and athletes in physical education and sports. He is a former Olympic heavyweight boxing champion. Now a school principal, he holds an M-Day assignment with the 459th Troop Carrier Wing, Andrews AFB, Maryland.

Col. Edward C. Bates, USAF, assumed command of the Third Air Force Reserve Region, Dobbins AFB, Georgia, in August, replacing Brig. General Wilbur W. Aring. General Aring returned to Hq USAF, as director, International Staff, Inter-American Defense Board. Before taking command of the Third Region, Colonel Bates served as commander, 2481st Air Force Reserve Squadron, Minneapolis-St. Paul International Airport, Minnesota.

Col. Robert E. Buechler, former Air National Guard liaison officer with Hq Military Air Transport Service at Scott AFB, Illinois, recently was presented the Legion of Merit, the nation's second highest peace-time award for "exceptional meritorious conduct" during his four year tour with MATS. He was cited for his "demonstration of exceptional competence, professional ability and outstanding leadership" as being "instrumental factors in the conversion of Air National Guard jet fighters and twin-engine transport squadrons to four-engine MATS transport aircraft."

Col. Morris Biderman and **Maj. Barnett Zumoff**, Air Force Reservists, were named national dental surgeon and surgeon respectively, during the recent Reserve Officers Association convention. They will advise the association on dental and medical matters. Colonel Biderman is from Providence, Rhode Island. Major Zumoff is commander, 905th Tactical Dispensary, Bradley Field, Connecticut.

CIVIL AIR PATROL . . . search & rescue . . . new aircraft & programs

CIVIL AIR PATROL's inherent capability to respond to emergencies and conduct air-ground search and rescue (SAR) missions makes this volunteer auxiliary a vital adjunct to USAF's Air Rescue Service and to Civil Defense.

During July 1964, CAP pilots flew SAR missions, logging 2,422 flying hours and flying 1,203 sorties for the Air Rescue Service. In addition, more than 4,600 members provided communications and ground support.

Following are only a few examples of missions performed by CAP.

Alaska: Anchorage unit flew 1600 hours of food and supplies from Tanana Air Force Station to Red Devil, for further transportation to Sleetmute, for relief of Alaska flood victims.

Kotzebue unit located a missing boat with two persons on board. Later, the same unit located another overdue boat with three people on board.

Yukon group airlifted 2500 sand bags from Nenana to combat rising waters of Tanana River, swollen by rain. Mission requested by Alaska Civil Defense.

King Salmon unit air evacuated six-year-old son of FAA employee to Dillingham, for treatment of eye infection. Juneau unit searched for and helped locate crashed plane. Unit also air evacuated an 11-year-old girl from Bartlett Cove to Juneau where a bone was removed from her throat.

Alaska CAP pilots flew an injured 10-year-old boy from village of Elim to Moses Point. They also located missing float plane with three persons.

California: Searched for student pilot making solo cross country flight. Pilot's navigation off. Landed in Mexico instead of California. California CAP pilots also located light plane which crashed killing three people.

Colorado: Flew 277 hours in 142 sorties on a single SAR mission for an aircraft with three persons, missing on flight from Dallas, Texas to Denver, Colorado. More than 400 CAP personnel took part in the search. All leads proved negative.

Florida: Searched for downed aircraft with three persons on board. Two bodies located.

Georgia: Participated in search for C-101 from Shaw AFB, which crashed during photo-recon mission.

Idaho: Assisted in search for missing 12-year-old boy.

Louisiana: Participated in an intensive search for overdue aircraft near Angola, Louisiana.

Minnesota: Conducted successful search for a boy missing from state hospital at Brainerd. Wing also helped locate two lost boys near Isabella.

Nevada: Located missing light plane that had crashed, killing two.

North Dakota: Helped find missing three-year-old near Elk Point.

Oregon: Found missing 11-year-old boy who had become lost while hiking.

Pennsylvania: Conducted search for missing three-year-old boy lost on Appalachian Trail near Chambersburg.

South Carolina: Found downed aircraft and pilot.

Tennessee: Participated in investigation of airline accident near Newport.

Wisconsin: Helped locate 79-year-old man who wandered away from a rest home near Burkhardt.

The foregoing were only a few of the many missions CAP personnel take part in each month. CAP was credited with 61 percent of all flying hours expended in SAR effort coordinated by the Air Rescue Service during 1963.

In Oklahoma City, Oklahoma, Civil Air Patrol received seven T-34 trainer aircraft the first of 78—declared excess by the Air Force—to be acquired by CAP wings during the coming months.

The small, two-place monoplanes were delivered to Will Rogers Field, where they will be used by CAP pilots

taking a Flight Instruction Refresher and Upgrading program at the Federal Aviation Agency (FAA) Academy.

The new training program will prepare CAP flight instructors for the T-34s and implementing a new flight standardization/evaluation program adopted by CAP. The CAP/FAA program will include flying and academic instruction covering such subjects as flight maneuvers, instruments, psychology of training, meteorology and air traffic control. Students must hold a FAA flight instructor rating to be eligible.

The first class of ten CAP pilots entered the program in August. Ten more will begin the course this month, with additional classes convened until each CAP wing has at least one qualified instructor pilot graduate.

Acquisition of the T-34s represents the first major expansion of CAP's corporate fleet in many years.

In Baltimore, Maryland, trading stamps collected over a three year period were exchanged last month by CAP's Maryland Wing for a new single-engine aircraft.

The plane's purchase was financed by 2,000 books of the stamps collected by CAP members, cadets, mothers and wives from their own purchases and door-to-door campaigns around Baltimore. The stamp redemption center reported that it was the largest single redemption they had handled. They had to call in extra help to count the books.

Alaska CAP planes such as this one shown flying across a glacier, stood ready to assist Air Force and Army Reservists in recent Tanana Flats I exercise.



OFFICIAL BUSINESS

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RESERVE CAMERA

① General Joe W. Kelly, former commander, Military Transport Service, receives National Guard Bureau's high award prior to his retirement. Presenting "The Eagle Citation" at Scott AFB, Illinois, is Maj. General Winston P. Wilson, chief, NGB, and Col. Ben Lichty, deputy assistant chief, NGB. General Kelly was cited for his realistic understanding and superb judgment in the supervision and utilization of more than 25,000 Air Guardsmen and 210 ANG units. ② A change of baton ceremony is conducted at Robins AFB, Georgia, as retiring CWO Nicholas Azzolina (r) turns over leadership of CONAC's 581st USAF Band to Capt. James Johnson. Watch for "pipers" (l-r) AIC Joe Henry, A3C James Chappel, A3C John Maki; and Miss Warner Robins, Betty Kay Fox. ③ Mobilization assignees, responsible for planning and organization of military censorship within MATS, proofread their product—the first handbook for MATS Unit Primary Censors. Reservists (seated) Lt. Col. Leonard Hausken, (r) team commander, and Maj. William Lemmon. (Standing, l-r), Capt. Edward Winslow, Maj. Robert Boyd, Capt. George Boreham and Capt. Stuart Burt. Photo by team member Capt. Robert Dickinson. ④ Lieutenant Robert F. Atwood takes oath of enlistment administered by Maj. Hubert Dutton. Lt. Atwood, a former SSgt with the 916th Troop Carrier Gp., Carswell AFB, Texas, is one of Reservists selected for promotion under the "Outstanding Airman Commissioning Program."

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OCTOBER 1964

the air reservist

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES



The present 'Ready Now' Reserve status has been reached as the result of steady progress since the end of the Korean conflict. Let me give you an example of that progress. In 1961, at the height of the Berlin crisis, we sent the 117th Tactical Reconnaissance Wing of the Air National Guard to Europe. They crossed the Atlantic in an island-hopping operation, stopping several times to refuel. Their total deployment time was five days. Last month in exercise 'Ready-Go' this same unit made the same deployment in nine hours and fifteen minutes. The difference was airborne refueling, a technique the 117th had mastered since the Berlin crisis."

—General Curtis E. LeMay
Chief of Staff, USAF

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T H I S I S S U E

E... features ANG's operation Ready-Go, a nonstop, transatlantic jet deployment made possible by Air Guard's combat ready pilots and perfected aerial refueling capability. Our cover has five KC-97s of the 126th Air Refueling Wing servicing Super Sabres of the 113th Tactical Fighter Wing over Spain on last leg of their flight to Germany.

the air reservist

Vol. XVI—No. 7 October, 1964

AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

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Outstanding Unit

Air National Guard's 152d Tactical Reconnaissance Group, Reno, Nev., was recently selected to receive the Air Force's Outstanding Unit Award for exceptionally meritorious performance in support of military operations from April 1961 to March 1964. The award goes to deserving units of the Regular Air Force or the Air Reserve Forces. Maj. Gen. Marvin L. McNickle (l), commander of the 9th Air Force (TAC), made the presentation to Lt. Col. James W. Dalzell, 152d commander, during unit's summer encampment at Otis AFB, Mass., in August.

Correction: In the Mar/Apr '64, special edition "You and The Air Reserve Forces" (page 16), an incorrect answer was given to one part of a two-part question from a reader. Our apologies to all readers and our appreciation to the following Reservists for informing us of the error and supplying documentary evidence to support their views: Colonel Leonard Dereszynski, 440th Troop Carrier Wing, Milwaukee; Major Paul R. Obert, Judge Advocate General Area Representative, Pittsburgh; Captain Arnold C. Calvert, 96th Troop Carrier Squadron, St. Paul Minnesota; First Lieutenant Bruce A. Wylie, 927th Troop Carrier Group, Selfridge AFB, Michigan, and Staff Sergeant Harry C. Brown III (no unit given). The original question with correct answer follows:

Q. Does my employer have to give me time off in addition to my regular vacation to attend summer encampment? Does he have to pay me for that extra time off?

A. Title 50 App., U. S. Code, Sec. 459(g)(4), states: "Any employee . . . shall upon request be granted a leave of absence by his employer for the period required to perform active duty for training or inactive duty training in the Armed Forces of the United States. Upon his release from a period of such active duty for training or inactive duty training, or upon his discharge from hospitalization incident to that training, such employee shall be permitted to return to his position with such seniority, status, pay, and vacation as he would have had if he had not been

absent for such purposes." There is no law requiring an employer to pay you for periods of Reserve training.

Guard Conference: The 86th General Conference of the National Guard Association was held in Detroit, September 28 thru October 1.

More than 3,000 delegates, guests and members were in attendance representing the National Guard of the 50 states, Puerto Rico and Washington, D. C.

Among the distinguished guests scheduled to speak were: Rep. L. Mendel Rivers, South Carolina, House Armed Services Committee; Cyrus R. Vance, deputy secretary of Defense; Norman S. Paul, assistant secretary of Defense (Manpower); General John P. McConnell, Air Force vice chief of staff; General Harold K. Johnson, Army chief of staff; General John K. Gerhart, commander, North American Air Defense Command; General Hugh P. Harris, commanding general, U. S. Continental Army Command; Lieutenant General J. V. Allard, chief of operational readiness of the Canadian Defense Forces; and Brigadier General S. L. A. Marshall USA (Ret), military writer. Also Major General Winston P. Wilson, chief of the National Guard Bureau and Major General Curtis R. Low, assistant chief of staff for Reserve Forces, USAF.

Details of the convention were not available at presstime; a more comprehensive coverage will appear in the November issue.

Contribution to Reservists: Increased responsibility for the Reserve Forces was emphasized by General Mark E. Bradley, Jr., commander of the Air Force Logistics Command, at a luncheon of the Reserve Officers Association at Wright-Patterson AFB, Ohio in August. General Bradley stated that in the past, the citizen/soldiers' capabilities came to view after mobilization, increased training and deployment.

"The military realities of today," he asserted, "are different—they demand operational readiness in Reserve units before the fact. There will be no time to acquire it afterward."

The AFLC commander also stressed that people who accept Reserve status commit themselves to leading "double lives"—one for themselves, the other for their country.

"Conflicts are bound to develop between these two lives," he said. "The Reserve status demands long hours of study and work—hours which once belonged to the family. That is the only way that essential proficiency can be maintained."

General Bradley expressed the deep concern that USAF leaders feel for the welfare of Reservists and the efforts that are constantly being made to improve the Reserve program, and the general concluded:

"We realize that Reservists are not ordinary people. . . . To assure their fitness to meet the requirements of immediate military capability they give freely of their time and energies. They give more than can be repaid in money, retirement points, or privileges."

Civil Defense: Air Force Standby Reserve officers may earn retirement credits while assigned to regional, state, county, city and local Civil Defense organizations throughout the nation.

A Standby Reservist attending regularly scheduled Civil Defense functions will receive retirement credits equivalent to a regular Reserve training assembly.

Once the Reservist is selected for a particular assignment he receives military orders directing him to report to a Civil Defense organization which is usually located near his home.

Personnel with the following functional categories are needed: administration, chemical, biological and radiological defense, communications, planning, health and medical, operations. Also in public information, resources management, shelter utilization and education and training.

Officers considered eligible for the program must be in an active status in the Standby Reserve (NARS), have

no remaining military service obligation and not have been declared not available for mobilization by the Selective Service System.

Interested Reservists may submit their requests for assignment to a Civil Defense office to Headquarters, Air Reserve Records Center, 3800 York St., Denver, Colorado 80205.

The Reservist's application must include complete military identification including primary and secondary AFSC, home address to include city, county and state and the functional category in which he desires an assignment.

Records Transfer: About 20,000 MOARS Part III Reservists assigned to Air Reserve squadrons will have their field personnel records transferred to the Air Reserve Records Center by November 30. The correct address will be: Air Reserve Records Center (RPR), 3800 York St., Denver, Colorado 80205.

Transfer of the records began August 27, when all units of the First Air Force Reserve Region and all Air Reserve squadrons assigned to the 8575th Air Force Reserve Recovery Group, Fort Wayne, Indiana were picked up by the Air Reserve Records Center.

Air Force Reserve's Recovery groups previously maintained these records. The time schedule for the complete transfer of records is: September 25-30, all units of the Second and Sixth Air Force Reserve Regions; October 27-30, all units of the Third and Fifth Regions; and November 27-30, all units of the Fourth Region.

Reservists should expect some delays in the return of correspondence during the period of transfer.

ECI Courses: Non-active duty members of the Air Reserve Forces enrolled in Extension Course Institute courses now will have their volume and unit test solutions returned much faster.

Previously, ECI held test solutions for an average of five days after grading in order that the *Certificate of Completion* (ECI Form 26) could be processed and returned at the same time.

Test solutions now are being mailed as soon as graded and certificates will follow. Students are advised to allow at least 10 days lapse before inquiring.

The following ECI courses have been activated: Course 3037, *Fundamentals of Radar* and Interim Career Development Course 32312, *Defense Fire Control Systems Mechanic*. Course 3063A, *Aircraft Control and Warning Radar Equipment Maintenance* is discontinued.

Course 3037, *Fundamentals of Radar*, is a two-volume, 60 study hour course carrying 20 Reserve credit points. It is intended to meet the needs of all repairmen in the radar field. Eligibility requirements are completion of Course 3036, *Fundamentals of Microwaves*, or possession of an AFSC in the communications-electronics career field.

ICDC 32312, *Defensive Fire Control Systems Mechanic* (AFSC's 32350E and 32370E), is a three-volume, 117 study hour, 39 Reserve credit point course. It is a review of electronic principles necessary to understand defensive fire control systems and covers such control systems as those used in the B-58A and B-52H bombers and automatic test equipment used to maintain these systems. Enrollment is open to individuals with an AFSC in the armament systems career field or who are assigned duty in that field.

NEWS/page 7

National Safety Show

Air Force Reservist, Capt. James C. Hall, is picked up following demonstration of the free-fall, parachuting techniques he teaches Air Force test pilots at Edwards AFB, Calif. Capt. Hall's jump was a highlight of a National Safety Show conducted at Santa Cruz, Calif., Aug. 21-23. Advance publicity by Reservists of the Office of Information, Hq. 6th Air Force Reserve Region, Hamilton AFB, Calif., helped attract more than 50,000 spectators. Their spare time efforts included spot announcements heard on 60 radio stations; a TV press conference for Brig. Gen. Adriel N. Williams, comdr. MATS' Air Rescue Service; many news releases and more than 20 speeches.





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AFRes Awards

① The Grover C. Loening Trophy to 921st TCGp., Kelly AFB, Tex. Lt. Col. Harvey Haegelin, unit comdr. accepts from CONAC Comdr. Lt. Gen. E. J. Timberlake. ② AFA's Unit of the Year Award to 440th TCWg., Milwaukee. AFA President Jess Larson makes presentation to Brig. Gen. Joseph J. Lingle, 440th comdr. ③ President's Trophy to an aircrew of 434th TCWg., Bakalar AFB, Ind. Aircraft Comdr., Maj. Richard Maggart accepted the award. Other winning crewmembers are (l-r) Maj. William Ramsey, SSgt. Talmadge McCord (holding miniature trophy), Maj. Maggart, Maj. Joseph Thomas, AIC Richard Thornburg and SSgt. Neville Martin.

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AFA Convention Highlights

"A stronger, more vital Air Reserve Forces"—this theme was expressed repeatedly by ranking government officials and military leaders before the Air Force Association's 18th annual national convention held in Washington, D. C., September 9-12.

The "Ready Now" capability of the Air National Guard and Air Force Reserve was lauded frequently during the convention.

Secretary of the Air Force Eugene M. Zuckert, speaking at the Air Force Anniversary Luncheon, said: "It [professionalism] applies to the Reserves as well as to Regulars. . . . We have developed an entirely new concept of Readiness. Our Air National Guard and Reserves proved in Berlin and Cuba that that they can respond comparably to the Regulars."

General Curtis E. LeMay, Air Force chief of staff, speaking at the Aerospace Luncheon, praised the Air Guard's operation *Ready-Go* as an example of progress (see cover).

The general also told those present that: "Behind our regular operational forces are dedicated and capable Ready Reserves. Though 'in reserve' in one sense, they are in another sense very much an 'integral part' of the active duty force."

"Our goal for the Air Reserve Forces is nothing less than a 'Ready Now' element, fully capable of carrying out a war-time operational mission. . . . To be able to augment the Regular forces by calling on Reserve units is essential in this day of frequent and unpredictable Communist-inspired crises. . . . I'm sure the members of the Air Force As-

sociation share with me in the pride taken in the Air National Guard and the Air Force Reserve."

Mr. John A. Lang Jr., administrative assistant to the Secretary of the Air Force, addressing the annual Continental Air Command commanders conference, told Reserve leaders that he felt the Air Force Reserve Program has now reached a hardened foundation and the outlook for this program is most promising. He added that the next 12 months would see many far reaching advances in the Air Reserve Force in terms of better management, clearer roles in missions and more teamwork between the Air Staff and the Reserve components.

Saluting the 10th anniversary of the USAF missile and space program, this year's AFA convention opened on the morning of September 9, and concluded with a gala Honors Night program on September 11. The Night Fighters Association held their annual meeting and dance the following day.

Keynote speaker for the convention's opening ceremony was Brigadier General Howard T. Markey, commander of the 126th Air Defense Wing, Illinois Air National Guard and a past president of the AFA.

Continental Air Command held its annual commanders conference on the opening day. It featured discussions between CONAC staff members and leaders of field organizations, including Air Force Reserve Regions, Air Reserve Records Center, Civil Air Patrol-USAFA, Reserve troop carrier wings and others.

That evening, Outstanding Airmen of the Air Force and their wives were honored at a dinner attended by General

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May. Among those present were: Senior Master Sergeant Gene W. Thompson of the 148th Fighter Group at Duluth, Minnesota and Master Sergeant Elmer F. Schilling of the 922d Aerial Port Flight at Kelly AFB, Texas, Outstanding Airmen of the Air National Guard and Air Force Reserve respectively. Newspaper columnist Bob Condyne served as toastmaster.

Various awards were presented to units and individuals of the Air Reserve Forces during the convention. Winners of the following awards and trophies appear in the pictures on these pages (4-5): Earl T. Ricks Memorial Trophy, President's Trophy, Grover C. Loening Trophy, Winston P. Wilson Trophy, Carl A. Spaatz Trophy, AFA's Unit of the Year Awards for Air National Guard and Air Force Reserve, and the McCallister Trophy.

AFA Citations of Honor were presented to three individuals. Lieutenant General E. J. Timberlake, commander, Continental Air Command, was honored for increasing the effectiveness of the Air Force Reserve while serving in his present position; Mr. John A. Lang, administrative assistant to the Secretary of the Air Force, received his for his many contributions to increasing the effectiveness of the Air Reserve Forces while serving as Deputy for Reserve and ROTC Affairs, Secretary of the Air Force," and to Colonel Carroll Geddes, commander, Air Reserve Records Center, "For many years of devoted and outstanding service in increasing the operational and administrative readiness of the Air Force Reserve and the Air National Guard."

One of the features of the AFA convention was its annual symposium based on *The Military Manpower Dilemma*. Moderators were John A. Blandford, chief counsel, Committee on Armed Services for the House of Representa-

tives and James F. C. Hyde Jr., assistant chief of the office of Legislative Reference, for the Bureau of the Budget. Panelists were Secretary Zuckert, Paul J. Kilday, Judge, U.S. Court of Military Appeals; John W. Macy, chairman, U.S. Civil Service Commission; Lieutenant General Lewis B. Hershey, director, Selective Service System; and James R. Kerr, president, Avco Corp.

Elected new president of the Association for the coming year was Jess Larson, Air Force Reserve major general, prominent Washington, D. C. attorney and former administrator of the General Services Administration. He succeeded Dr. W. Randolph Lovelace II, an Air Force Reserve brigadier general.

There will be no national convention next year. Instead an International Aerospace Seminar and panorama to include aerospace development briefings, will be held in the Nation's capital next September.

The next national convention will be held March 22-26, 1966, in Dallas.

The Reserve Forces Seminar theme was *The Air Reserve Forces Into The Seventies*. The meeting was unique in that its panel was made up of five Air Force deputy chiefs of staff. They were: Lieutenant General Frank A. Bogart, Comptroller; Lieutenant General William S. Stone, Personnel; Lieutenant General William H. Blanchard, Plans and Operations; Lieutenant General Hewitt T. Wheless, Programs and Requirements; Lieutenant General Thomas P. Gerrity, Systems and Logistics.

Brigadier General Robert W. Smart, Air Force Reservist and former chief counsel of the House Armed Services Committee, served as moderator.

see SEMINAR/ page 6



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ANG Awards

④ Earl T. Ricks Trophy to F-89J team of 148th FtrGp., Duluth, Minn. AFA's past-president, Dr. W. Randolph Lovelace II, presents award to Maj. Albert Amatuzio. ⑤ AFA's Unit of the Year Award to 155th FtrGp., Lincoln, Neb. Col. Fred Bailey, Jr., comdr., accepts from Brig. Gen. Robert Martell, chairman, AFA's Air Guard council. 155th also won Winston P. Wilson Trophy for third year in a row and this year's Spaatz Trophy. ⑥ McCallister Trophy, named for late Lt. Col. David McCallister, to 146th ATGp., Van Nuys, Calif. Standing beside trophy are Mrs. McCallister, daughter Debbie and Col. Raymond Kopecky, comdr., of the 146th Group.





SMART



BOGART



STONE



BLANCHARD



WHELESS



GERRITY

Reserve Forces Seminar

Introduction [Gen. Smart/moderator] "... the Air Force concept embodies the integrated staff ... the people who are responsible for the Active Force also are responsible for the Air Reserve Forces ... The future of the Air Reserve Forces lies in the hands of the deputy chiefs of staff at Air Force headquarters."

Pertinent Remarks:

[Gen. Bogart/comptroller] "... Budget and funding support for the Reserve Forces is \$574 million for fiscal year 1965 ... The nation is entitled to a good measure of defense in return for it and I personally think they're really getting it. ... The future of the Air Reserve Forces, like that of the Regular Forces can only be postulated at this time ... fund support for the Reserve Forces is directly related to the total amount of financing available to the Air Force. ... The total Air Force budget has remained relatively stable for the last five years and we do not foresee increases of any magnitude in the future. ... The relatively few dollars available in the future to support the Air Reserve Forces programs must be used to finance hard core missions which respond entirely to the Air Force and Defense requirements. ... We must reduce fixed costs to insure continued modernization."

[Gen. Blanchard/plans and operations] "... It is absolutely dramatic, the requirements we have been able to place operationally on our Reserve units and the way in which these requirements have been met. ... We can all anticipate an increasing operational employment and use of our Reserve Forces in every one of our primary mission areas. ... We would be completely incapable of running our joint Army exercises in the United States without the Reserve Forces. ... Our objective will continue to be aimed at providing the Air Reserve Forces the best organization, equipment and training possible to insure the most effective augmentation to the Air Force. ... We have something that's working well ... I like what I see."

[Gen. Stone/personnel] "... Being in the personnel business, the Reserves and the Regulars are just about the same thing. ... Obviously, there is a tremendous tie-in between the operations of the active duty establishment and the Reserves. There is no question in my mind that we couldn't do our job if it weren't for the Reservists. ... We have gone into a nonprior service program which seems to be working out pretty well and I expect that it will be expanded. ... I'm personally mightily impressed with the record that the Reserves have made in the last couple of years."

[Gen. Gerrity/systems and logistics] "... As of today, I think in the flying units in the Reserves, we are doing very well. ...

From our viewpoint in logistics, the support of the forces, both Regular and Reserves, to meet the assigned mission, receive the same treatment and priority to get the job done. ... As for the future, within the context of the basic aircraft availability to equip the units, we intend to do a job to support these units fully and to keep them combat ready to do the mission."

[Gen. Wheless/programs and requirements] "... Both the Air Force Reserve and the National Guard have, for many years, been an important part of total airpower. ... This role, as an integral part of Air Force power, makes it appropriate if not mandatory that they also be an integral part of our Air Force programming process. ... When we find a way to improve combat capability by some program changes we should do so. Allocating HC-97 aircraft instead of the previously programmed HC-54s for the Reserve Rescue units is an example. Also, we are investigating the modification of F-101 fighter aircraft to a reconnaissance version for the Guard, and this week we approved a modification to modernize fifty-four ANG KC-9 aircraft. The installation of the jet engines in these aircraft and the rendezvous equipment will increase their efficiency in refueling Century Series fighters. ... I am sure however, that the Reserve Forces will continue to be a very important part of our airpower and we will always do our best to give them the best equipment that we can get for them."

Capsule of Answers to Selected Questions

[Importance of Recovery Program] A very important program. Its importance will increase because of the dispersal concept that are tied together with the strategic forces ... [Plans for Personnel from Deactivated Recovery Units] Sector Plan and others now being considered, if approved, will assist in the placement of such personnel ... [Future of Individual Training Program] Mobilization assignees get jobs to fit capabilities. Program studied all the time with an eye toward making improvements ... [Increase in Drill Pay Spaces] In pretty good position based on ability of units and personnel participation. Ready to ask for the money if requirement can be established which seems likely ... [Future of CONAC] No plans for any change in CONAC headquarters ... [Equipment for Reserve Forces] Policy is, and will continue to be, to maintain them on a Ready Now concept ... [Has Ready-Go affected Plans for the Air Guard] Anticipate increased tempo of activities similar to Ready-Go. An excellent opportunity for summer training and a reflection of their combat readiness ... [In summary] The increase in operation utilization of the Air Reserve Forces and their increased capability is going to dictate the answers to many questions. Major, significant contributions to Air Force mission, if continued, should bring additional equipment, people and training programs.

Jet-Augmented Tanker: Air National Guard's first jet-augmented KC-97 *Stratotanker*, assigned to the 126th Air Refueling Wing, Chicago, demonstrated once again its rendezvous and refueling capabilities in August when it refueled ANG jets taking part in operation *Ready-Go*.

The modified tanker has been designated the JKC-97. It is the first to have jet engines attached to its wings in addition to its four conventional power plants. The two jet engines permit shorter take offs, faster climbs and allow the tanker to fly higher and faster, giving it the capability of refueling more modern aircraft. Added communications equipment makes rendezvous with other aircraft possible in any kind of weather.

Equipment used in the modification was taken from KB-50 tankers headed for salvage, thus providing the Air National Guard with an inexpensive method of modernizing its air refueling force. Authority for modifying Air Guard's remaining fifty-four KC-97s has been approved.

Promotion Board: Approximately 3,735 captains will be considered for promotion to major, Air Force Reserve, by a board convening at the Air Reserve Records Center, Denver, November 30 through December 4.

Eligible officers must have a promotion service date on or before March 1, 1959, a total years service date on or before March 31, 1952, and must have been in an active Reserve status for at least one year prior to the board's convening.

In the hopper . . .

The following bills, all favorable to members of the Reserve Forces, are currently before the 88th Congress awaiting action or have been proposed by the Air Force or the Department of Defense.

H. R. 220, permitting exchange of National Service Life Insurance policies, including term policies, to a new modified life plan. *STATUS:* Passed by both House and Senate with amendments, April-June 1963. Awaits joint Senate-House conference to resolve differences.

H. R. 2500, to equalize the treatment of Reservists and Regulars in the payment of per diem. It would amend the Career Compensation Act (Title 37) so that term "permanent station" may include the home of member. It also would permit payment of per diem to

Reservists and National Guardsmen under circumstances in which it is payable to active duty personnel. *STATUS:* Passed House with amendments August 14, now awaiting Senate action.

S. 2021, similar to *DOD 88-38*, amends the *Retired Serviceman's Family Protection Plan* to protect the right to annuities of survivors of retired servicemen. It would entitle Reservists to retired pay when they became eligible and have applied, rather than the first day of the next succeeding month. It also would prevent a loss of survivor benefits under the plan should death occur between dates of eligibility and the first day of succeeding month. *STATUS:* Senate passed bill with an amendment on September 24. Forwarded to the House for consideration.

H. R. 2501, provides permanent authorization for the promotion of qualified Reserve officers of the Army and Air Force to existing unit vacancies. *STATUS:* Passed the House of Representatives, July 21 and passed the Senate with amendments August 31.

H. R. 2504, amends *Titles 10 and 32, U. S. Code*, making the *Federal Civil Service Retirement Act* applicable to National Guard Technicians and bringing them within the purview of the *Federal Employees' Group Life Insurance Act* of 1954, as amended, and the *Federal Employees Health Benefits Act* of 1957. *STATUS:* Revised proposal incorporating Navy and Air Force recommendations was submitted to the DOD, April 23.

H. R. 2506, amends *Title 32, U. S. Code*, with respect to the systems of courts-martial for the National Guard not in Federal Service. *STATUS:* Air Force forwarded favorable DOD report to House Armed Services Committee on June 24, 1963. Action during this session seems unlikely.

H. R. 2509, would authorize Reserve officers to combine service in more than one Reserve component in computing the four years of satisfactory Federal Service necessary to qualify for the uniform maintenance allowance of \$50. It would remove the inequity for Reservists and National Guardsmen who move to a new location because of their civilian occupations and who cannot continue in the same type of Reserve component. *STATUS:* Senate passed bill on September 24. Awaits the President's signature.

H. R. 8340, would provide an incentive plan for participation in the Ready Re-

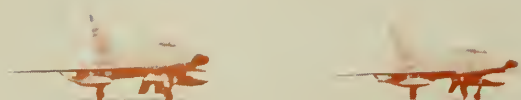
serve consisting of special pay to those members of a Reserve component who enlist or reenlist in the Ready Reserve for a period of at least three years. The special pay would be a \$100 upon enlistment, reenlistment or extension of his enlistment, and an additional \$100 upon completion of each satisfactory year of that enlistment. *STATUS:* Army, Navy and Air Force differences in approach forwarded to the Office, Secretary of Defense for resolution on July 7.

H. R. 8760, amends *Title 10, U. S. Code*, to provide for the training of certain Reserve units organized to serve as a unit. It would authorize each unit of a Reserve component, other than the National Guard, that is organized to serve as a unit to: assemble for drill and instruction at least 48 times a year; and participate in training at encampments, maneuvers, or other exercises, at least 15 days each year. *STATUS:* DOD report opposing enactment, forwarded to Congress on June 5.

H. R. 9124, would amend *Title 10, U. S. Code*, to vitalize the Reserve Officers Training Corps program of the Army, Navy and Air Force. It would provide a steady flow of selected high-quality junior officers for active duty with the Air Force. *STATUS:* The Senate Armed Services Committee reported out the bill on August 20, with changes to the House passed version. Scheduled to be taken up during September.

H. R. 6000, similar to *S. 370* and *H. R. 4589*, would provide that all service be counted in determining the amount of retired, retirement or retainer pay for enlisted men which would have been counted for the same purposes if he were a commissioned officer. *STATUS:* DOD has proposed amendments to *S. 370* which would authorize enlisted personnel to credit any known active duty Reserve membership to the same extent that commissioned officers are allowed, subsequent to May 31, 1958. Passed House July 1963. Awaiting action by the Senate.

AFLI 1429. D/D E.O. Document 119. Establishing the *Reserve Emergency Service Medal*, to be awarded Reserves of the Armed Forces who, after September 25, 1961, are involuntarily ordered to active duty during periods of international tension or crisis. Air Force has suggested order be broadened to include those who voluntarily serve or will serve in direct support of contingency actions. *STATUS:* Air Force is renewing its efforts to gain acceptance of this proposal which can be accomplished by an Executive Order.



Ready—Go

by MSgt. James P. Medlock / Staff Writer

"The energetic and professional execution of operation 'Ready-Go' has clearly demonstrated a new dimension in Air National Guard global responsiveness."

General J. P. McConnell
Vice Chief of Staff, USAF

MAGNIFICENT PERFORMANCE!" These are the words. Army General Lyman L. Lemnitzer, Supreme Allied Commander, Europe, chose to describe the recent non-stop, transatlantic deployment of Air National Guard tactical aircraft to Europe during operation *Ready-Go*, held from August 8-22.

General Lemnitzer cited the nine-hour deployment of the ANG fighters to Germany as a vivid illustration of the Air Guard's newly perfected ability to reinforce U. S. Forces in Europe or anywhere else in the world in a matter of hours should the need arise.

This is a tremendous feat for the citizen/airman. General Lemnitzer indicated during a press conference that only some 30 months ago it took five days to get mobilized Air Guard units to Europe during the Berlin crisis.

Ready-Go is the first time an ANG composite air strike force deployed to Europe for annual field training. Thirty-one ANG jet aircraft using ANG aerial refueling capability flew some 4,600 miles nonstop to Europe during the operation.

The jet force consisted of nineteen F-100 *Super Sabres* of the 113th Tactical Fighter Wing, Andrews AFB, Maryland and twelve RF-84F *Thunderflashes* of the 117th Tactical Reconnaissance Wing, headquartered at Birmingham.

Components of the 117th Wing included the 117th Tactical Reconnaissance Group, Birmingham, Alabama; 186th Tactical Reconnaissance Group, Meridian, Mississippi, 187th Tactical Reconnaissance Group, Montgomery, Alabama and the 188th Tactical Reconnaissance Group, Fort Smith, Arkansas.

At about 6:30 p.m. August 11, only nine hours and twenty minutes after leaving Andrews AFB, the first group of six F-100s led by Brigadier General Willard W. Millikan, 113th Wing commander, broke out of a heavy overcast and touched down on the runway at Hahn AB, Germany.

Because of the rapidly descending fog, the other two groups of fighters were diverted. Six landed at Ramstein AB, Germany, and with the weather worsening all over the continent the last seven landed at RAF Station, Lakenheath, England.

Before the engines of the F-100 fighters had cooled, highly trained Air Guard ground crews poured over the aircraft to ready them for simulated close air support missions for friendly theater ground forces.

The F-100s were serviced, then loaded with 750-pound bombs, rockets and ammunition.

Weather was a problem for the F-100s in Germany as well as enroute. While at Hahn only half of one day was suitable for air operations yet the Guardsmen managed to fly their F-100s on 16 close support sorties for the U. S. 7th Army simulating the strafing of ground positions and the destruction of would-be ground targets with rockets and napalm.

Thursday, August 13, at about 7 p.m., the first of four RF-84F aircraft led by Lieutenant Colonel DeVane R. Williams landed at Ramstein AB, nine hours and fifteen minutes



① Within 45 minutes after landing at Ramstein AB, the 117th had these RF-84Fs serviced and combat ready pilots in the cockpits. ② *Ready-Go* personnel of the 113th TFWg., Andrews AFB, Md., hold records check. They are some of the 750 Air National Guardsmen from 22 states and the District of Columbia who participated.



3.

after flying 4,400-miles nonstop from Dow AFB, Maine.

The remaining eight aircraft were delayed 24 hours at Dow by weather but arrived at Ramstein August 14.

At Ramstein, the RF-84Fs were serviced and each of the plane's cameras readied for a reconnaissance mission within 45 minutes after their arrival.

The RF-84Fs at Ramstein enjoyed better weather and flew 28 reconnaissance missions in support of the U. S. Army. With teamwork and split-second timing the reconnaissance pilots and Air Guard photo technicians provided Army Intelligence officers with photographs vital to ground operations.

Twenty-four Air National Guard KC-97 *Stratotanker* aircraft of the 126th Air Refueling Wing refueled the F-100s and RF-84Fs three times on their flight across the Atlantic.

Fuel hook-ups were provided over Newfoundland by the 160th Air Refueling Group, Clinton County AFB, Ohio. The 128th Air Refueling Group, Milwaukee, provided the jets with fuel over the Azores and the 126th Air Refueling Group, Chicago, replenished their supply over Spain.

The tankers were pre-positioned at Ernest Harmon AFB, Newfoundland, Lajes Field, Azores and Torrejon AB, Spain.

During the 1961 Berlin crisis over 200 Air Guard jets deployed to bases in Europe in operation *Stair Step*. However, the Air Guard lacked aerial refueling capability and it took them five days of island-hopping to reach Europe. *Stair Step* marked the first time that RF-84s had been flown across the Atlantic. *Ready-Go* was their first nonstop Atlantic crossing.

With their combat ready aerial refueling capability, the ANG citizen/airmen now can eat breakfast in the States, have an in-flight lunch and be in Europe on a combat ready status at supper time the same day.

Ready-Go was a training exercise designed to test ANG ability to move combat ready units rapidly to an overseas area in an emergency. More than 700 Air Guardsmen from 22 states and the District of Columbia participated in the two weeks annual training.

Support personnel and spare parts were transported overseas by C-121 *Super Constellation* and C-97 *Stratofreighter* aircraft of the 16 Air Guard air transport groups that took part in operation *Ready-Go*.

The 113th Tactical Fighter Wing's support personnel and equipment were transported to Hahn by the 109th Air Transport Group, Schenectady, New York, 111th Air Transport Group, Philadelphia, Pennsylvania; 145th Air Transport Group, Charlotte, North Carolina; 133d Air Transport Group, St. Paul, Minnesota; 157th Air Transport Group, Manchester, New Hampshire; 165th Air Transport Group, Savannah, Georgia; 166th Air Transport Group, Wilmington, Delaware; 168th Air Transport Group, Olmsted AFB, Pennsylvania;

③ One of the 24 Air Guard tankers of the 126th ARWg., which provided aerial refueling of *Ready-Go* RF-84Fs and F-100s, replenishes a RF-84F. ④ A C-97 *Strato-freighter* is unloaded at Hahn AB. C-121 *Super Constellations* and C-97s from 16 Air National Guard Air Transport Groups supported the two-week overseas deployment.



4.

170th Air Transport Group, Newark, New Jersey and the 171st Air Transport Group, Pittsburgh, Pennsylvania.

Support for the 117th Tactical Reconnaissance Wing at Ramstein was provided by the 116th Air Transport Group, Marietta, Georgia; 145th Air Transport Group, Charlotte, North Carolina; 138th Air Transport Group, Tulsa, Oklahoma; 146th Air Transport Group, Van Nuys, California; 151st Air Transport Group, Salt Lake City, Utah; 153d Air Transport Group, Cheyenne, Wyoming; 161st Air Transport Group, Phoenix, Arizona and the 166th Air Transport Group, Wilmington, Delaware.

The Guardsmen received the red carpet treatment at both Hahn and Ramstein Air Bases. Upon arrival, they were personally greeted by senior Air Force commanders as they stepped off their airplanes.

Ready-Go received support from the Tactical Air Command, Military Air Transport Service, United States Air Forces Europe, Strategic Air Command and other components of the Air Force. The entire operation was monitored by the TAC Command Post at Langley AFB, Virginia, and by TAC's flying Command Post, a C-135 *Stratolifter* aircraft.

Ready-Go was concluded August 23, following the redeployment of the fighters when the last support aircraft landed at Andrews AFB, Maryland.

The participants have returned to their civilian jobs but as the Air Guardsman emblem implies they are *Minutemen*, citizen/airmen *Ready to Go* to defend their country at a moment's notice should the need arise.

more *READY-GO* pictures/page 10



1.



2.



3.



Ready-Go (continued)

① Super Constellation navigator, Maj. Lewis V. Miller, who is as adept with a plotter as with a stethoscope, studies his charts. The 145th Air Transport Group, Charlotte, N. C. Guardsman is also a medical doctor. ② Maj. Harold H. Rump (l) and Lt. Col. Clifton M. Eisele (r), F-100 Super Sabre pilots, 113th Tactical Fighter Wing, Andrews AFB, Md., study maps and flight plans at pre-deployment briefing. ③ MSgt. Leland Ashworth, camera repair technician and member of the 117th Tactical Reconnaissance Wing, goes over one of the unit's RF-84F tactical reconnaissance aircraft's eight camera access windows prior to a mission at Ramstein AB, Germany. ④ Brig. Gen. Willard W. Millikan, 113th Tactical Fighter Wing commander, who was the first pilot to land his F-100 at Hahn AB, Germany after the 4,600-mile nonstop flight, taxis his aircraft into a parking area. ⑤ Air Guardsmen enjoy their breakfast of steak and eggs upon arrival at their Ready-Go deployment base overseas. The citizen/airmen received outstanding support from Regular Air Force personnel while deployed at Hahn and Ramstein Air Bases, Germany.



CIVIL AIR PATROL

... survival ... industry support ... new medal

Airlift Survival: About 1,000 Civil Air Patrol units from eastern and southern United States will participate in a massive civil aviation airlift during the weekend of October 3-4 to help demonstrate the capability that is available should a national emergency or natural disaster occur.

Called *Airlift Survival East & South 1964*, the demonstration will be a joint effort involving Civil Air Patrol, Air Force Reserve, State Aviation Directors, the Federal Aviation Agency (FAA), offices of Civil Defense and many individuals and groups of the general aviation industry. The term general aviation includes light, privately owned aircraft and company-owned planes, but does not include aircraft of the military or commercial carriers. More than 2,000 of these aircraft are expected to take to the air during this exercise, planned as the largest peacetime civil aviation airlift in history.

Airlift Survival East & South 1964 is the second test conducted by civil and military groups and has been expanded from last year's 15-state northeastern area to include all states east of the Mississippi River, with the exception of Wisconsin, Michigan, Illinois and Indiana. Four of CAP's eight regions will be represented and 24 state wings will commit unit aircraft, communications and ground support resources to the exercise. Air Force Reserve Recovery squadrons of the First, Second and Third Reserve Regions also are scheduled to support the exercise. These units will accomplish aircraft recovery and reconstitution functions at their respective training locations.

Using guidelines established by FAA, each state developed a plan to gain the most effective use of its civil aviation resources. The exercise will be based on a hypothetical nuclear attack and will give participating states and units the opportunity to test survival plans and to accomplish other objectives, including: to test and emphasize the importance of the general aviation fleet; to provide a means for training personnel in accomplishing airlift and survival missions within and between states; and to test and develop communications systems for command control of general aviation resources.

The following airports have been designated as receiving bases for the acceptance of personnel, supplies, equipment and other emergency needs: Pittsburgh and Binghamton, New York; Worcester, Massachusetts; North

Philadelphia, Pennsylvania; Zanesville, Ohio; Danville, Virginia; Salisbury, Maryland, and London, Kentucky—all located in the Federal Aviation Agency's Eastern Region. In the Southern Region: Raleigh-Durham, North Carolina; McKellar Field, Jackson, Tennessee; Travis Field, Savannah, Georgia; Saint Petersburg-Clearwater, Florida; Greenville-Spartanburg, South Carolina; Hawkins Field, Jackson, Mississippi; and Bates Field, Mobile, Alabama.

All participating CAP wings will be tested and evaluated on their Civil Defense emergency services capability during the exercise. Each of the agencies involved is emphasizing the importance of *Airlift Survival East & South 1964* and is urging pilots and owners of aircraft to actively participate. Additional information may be obtained by contacting officials of local Civil Air Patrol units, Air Force Reserve Recovery units, or other agencies involved in the airlift.

Industry Helps Cadets: About 20 Cadets from CAP Group XIII, will come closer to earning their CAP Observer Wings because of the assistance of a local aircraft firm, Cruse Aviation, Inc., of Houston, Texas.

The firm has agreed to lend its six-place company aircraft to the CAP group for two hours a week, for a 20-week period. CAP pilots will fly the cadets in an observer status during the flight orientation course. Cadets must log at least 10 flying hours as one of several requirements for award of CAP Observer Wings.



New Medal: Civil Air Patrol has a new decoration, the Falcon Award. It is the highest in the CAP Cadet Program. To receive the award a cadet must serve with distinction in the Honor Cadre; demonstrate continuing achievement in aerospace education, leadership laboratory, physical fitness and moral leadership. He also must satisfy one of the following: become an active senior member, be admitted to advanced Reserve Officers Training Corps, or have completed two years with the USAF Academy.

National Board Meeting: Air Force Secretary Eugene M. Zuckert will be principal speaker on October 30, at Civil Air Patrol's National Board meeting.

The National Board is comprised of CAP region and wing commanders, the National Commander, Colonel Joe L. Mason, and finance and legal officers. Chairman of the Board is Colonel Paul W. Turner. This year's meeting will be held October 30-31, in Houston.

IACE Farewell

The 17th International Air Cadet Exchange program, sponsored by CAP to foster understanding and fellowship among youth of U.S. and foreign countries, ended at a farewell banquet in D.C., August 10. (l-r) Greek Cadet P. Papaioannou, Escort Officer C. Stavritis, Miss Universe, Kiriaki Tsopel (Greece), Col. R. Ireland, and Greek Cadet S. Kourantis.



Summer Encampments 1964

(continued from Aug./Sept. issue)

*Air Guardsmen meet threat of Hurricane Cleo.
WAF Reservists trade typewriters for pistols.
American Indians leave their reservations.
The "Shooting Match of the Century."*



Col. Allen Beaumont (l), commander 932d TCGp., checks C-119 log with TSgt. H. Rhodes (c), SSgt. A. Young, in joint exercise at Fort Campbell, Ky., Aug. 17-19.



ANG transport crews helped 1,500 Army Guardsmen escape "Cleo." Army's Brig. Gen. R. Moorhead confers with TAC's Col. W. Ramsey (c), during stop at MacDill AFB.

During encampment visit to 123d TRWg. at Otis AFB, TAC Comdr. Gen. Walter Sweeney Jr., is briefed by unit officers (l-r) Cols. J. Paris, Verne Yahne and Eugene Kinnaird.



The angry roar of Hurricane Cleo placed a heavy burden on Air Guard air transport flight crews and cut short the summer training period of some 3,000 Army Guardsmen. About 1,500 Army Guardsmen from Indiana were attending an encampment at the Salinas training area in Puerto Rico as part of a Guard mobile exercise exchange. A like number of Army Guardsmen from Puerto Rico were training at sites in Dover, Delaware; Alpena, Michigan and Wurtsmith AFB, Michigan.

On Friday, August 21, it became apparent that Cleo's plan and those of the National Guard would clash. The Roosevelt Roads Naval Air Station in Puerto Rico, one of the pick-up and delivery points for the Guardsmen, was closing down operations before the scheduled arrival of the Air National Guard transports.

Ramey AFB, the other pick-up point, was open, but weather forecasters predicted the hurricane would strike the Caribbean island early Sunday, August 23. Air National Guard hastily revised its original plans and decided on an early return of the Puerto Rico Guardsmen, followed by the immediate evacuation of the Indiana Guardsmen.

Six air transport groups, three from the 118th Air Transport Wing, Nashville, Tennessee, and three from the 106th Air Transport Wing, New York City, used 26 aircraft (C-97s, C-121s and C-130s) to pick up the Puerto Rico Guardsmen in Delaware and Michigan on August 22. With no time out for the standard crew rests, each of the 26 Air Guard aircraft was turned around and headed for the comparative safety of MacDill AFB, Florida. The flight crews worked 20 hours without relief to accomplish that phase of their race against nature. The normal work limit is 16 hours and special permission to extend the limit had to be acquired from the Military Air Transport Service.

The air transport groups involved in the double airlift were: 118th, Nashville, Tennessee; 164th, Memphis, Tennessee; 172d, Jackson, Mississippi; 106th, New York City; 105th, White Plains, New York; and 109th, Schenectady, New York.

It took only six and one-half hours to get all the ANG aircraft back in the air. Officers and airmen of the Strategic Air Command at Ramey pitched in to help turn the aircraft around. At MacDill, the active duty personnel of the Tactical Air Command acted as host for the 1,500 Guardsmen and ANG flight crews. With only 12 hours notice of their arrival, the MacDill personnel constructed a tent city, arranged for messing and latrine facilities and generally prepared every comfort under the circumstances. Ironically, Hurricane Cleo slammed into the Florida coast about a week later and on the night of August 26, Air Force personnel at MacDill were forced to evacuate their own aircraft.

Another demonstration of Air National Guard mobility was triggered by the hurricane. Eighty-five officers and 508 airmen of ANG's 122d Tactical Fighter Group, Fort Wayne, Indiana, were in the midst of their summer encampment at Davis Field, Savannah, Georgia, when word came to return to their home base due to the anticipated arrival of *Cleo*.

At the time of recall, the 122d F-84F fighter pilots were engaged in air-to-air gunnery training over the Atlantic Ocean, about 60 miles off-shore. Returning to base, the tactical aircrews hurriedly packed their personal belongings while their aircraft were being refueled and serviced for the flight to Fort Wayne.

The C-97 heavy transports from the 137th Air Transport Wing, Oklahoma City, also responded to the emergency and were loaded as quickly as equipment could be packed in special mobility boxes. One aircraft suffered a propeller malfunction and had to remain at Savannah until it was repaired. Although the evacuation order came on short notice, the Air Guard units accounted for the complete move of almost 100 personnel and 170,000 pounds of equipment in a matter of 14 hours, including the time lost for the repair of the C-97.

While *Hurricane Cleo* was cutting her path of destruction through the Caribbean and along the southeast coast, a series of range fires flared up near Elko, Nevada.

Fifteen C-119 transport aircraft of the 433d Troop Carrier Wing, Kelly AFB, Texas, and one C-124 from the 77th Troop Carrier Squadron, Carswell AFB, Texas, transported volunteer firefighters from New Mexico to the scene of the fires which covered more than 350,000 acres of northern Nevada. The Air Force Reservists were on the second day of their summer encampment at Kelly AFB when they were alerted to the emergency. They were in the air in less than two hours after receiving notification.

At the request of the U. S. Forest Service, about 400 American Indians from the Taos, Pueblo, Mescalero, Apache and Navajo Reservations volunteered to help extinguish the fires. They were picked up by the Reserve troop carriers at Kirtland AFB, New Mexico, and flown to a civilian airfield at Elko. Because of the seriousness of the range fires the flights were conducted under the authority of the *Domestic Emergency Plan* for the Department of the Interior.

Meanwhile, away from the ravages of range fires and hurricanes, five marksmen of Air National Guard's 133d Air Transport Wing, St. Paul, Minnesota, engaged in some serious practice with their favorite weapons while on summer encampment at Hickam AFB, Hawaii. The "Shooting Match of the Century," was the object of their attention and was to be held on their return from summer encampment.

An odd assortment of weapons were used and some surprising results obtained. Staff Sergeant Sam Fudenberg used a bow and arrow; Major Robert Freischel fired a modern .38 caliber Colt; Airman Second Class Paul Biltz took the time to trouble to fire an 1865 Sergeant Pattern muzzleloader while Major James McArdell used an 1851 replica of an old Navy Colt; and rounding out the field of contestants was Airman Second Class Harold Poppen firing the familiar M-1 carbine.

A million World War II veterans will be surprised to learn that the M-1 finished third. "Top gun" was the bow and arrow. Staff Sergeant Fudenberg's winning score was 298 out of a possible 300 and close behind with 295/300 was Airman Biltz with the 1865 muzzleloader. Airman Poppen and his M-1 fired a respectable 294/300 while Major Freischel scored 290/300 with the modern .38 caliber Colt. In last place with 245/300 was Major McArdell and his old Navy Colt.

Back on the East Coast, the marksmen consisted of seven WAF airmen, staff members of the 8305th Air Force Reserve Recovery Group, Hartford, Connecticut. Mostly specialists in the clerical and administrative fields, the WAF Reservists volunteered to undertake training in the same areas as the male members of the group. During the unit's summer encampment at Hartford, August 15-29, the women increased their small arms proficiency, participated in physical training exercises, and took instruction in disaster control techniques.

The volunteers were: Senior Master Sergeant Zenobia F. Zabielski, Staff Sergeant Johanna Flores, Staff Sergeant Austra Radziulis, Staff Sergeant Rose O'Dea, Airman First Class Carolyn C. Manley, Airman First Class Mary Ann Fabeck, and Airman Second Class Elizabeth R. Kerr.

During a "normal" summer encampment, Air Force Reservists of the 932d Troop Carrier Group, Scott AFB, Illinois, teamed up with paratroopers of the U. S. Army's 101st Airborne Division in a series of joint USAF/Army airdrop maneuvers at Fort Campbell, Kentucky, August 17-19.

Flying C-119s, they dropped 943 paratroopers and almost nine tons of cargo in missions over simulated enemy territory at the vast Army Reservation. During the three-day period the flight crews flew a total of 69 sorties. About 155 Reservists of the 932d participated in the maneuvers while the other 465 members trained at Scott AFB.

Summer encampment for some consisted of attending the Loadmaster Training School conducted by the U. S. Air Force's Mobile Training Detachment at Bakalar AFB, Indiana. Reservists from across the nation attended classes to learn weight and balance techniques as loadmasters on C-119 aircraft and methods of air-dropping various sized cargo from aircraft in flight. Practical experience accompanied the class work as students participated in training flights which included the drop of a ¾-ton Army weapons carrier.

Airmen First Class William E. Butler of the 435th Troop Carrier Wing, Homestead AFB, Florida, attained the highest score ever recorded, a near-perfect 99 per cent. He was presented the Department of Defense *Outstanding Loadmaster Graduate's* award by Colonel John Hoff, commander of the 434th Troop Carrier Wing, at Bakalar.

Summer training at Richards-Gebaur AFB, Mo., for Reservists of 9528th Recovery Sq., Grand Island, Neb., included experience in ADC dispersal requirements for F-102 aircraft.



The following vacancies exist at CONAC Aeromedical Evacuation (AME) and Medical Service (MS) units. Positions offer up to 48 paid drills, a 15-day annual tour of active duty, retirement points and possible promotion. Applicants should write to unit of choice, giving full name, address, grade and AFSC.

NEW YORK
Schenectady, 109 Air Transport
 Gp., has vacancies for the following:
Officer: 1045B, O-2/3; 1535, O-2/3;
Airman: 24270, E-6; 29150, E-6;
 325020, E-4; 36152B, E-4/5; 42151,
 E-4/5; A43570, E-6/7; 57150, E-6;
 6/4; 62250, E-4; 70250, E-6;
 E-6; 73205B, E-3/4; 75170, E-6;
 75330, E-5; 75132, E-5; 77130, E-6.
Westchester Co., Ap., 105 A
Transport Gp., Officer: 1045C, O-2;
 (6); A1man: 57150, E-5 (6); A43570,
 E-6 (4); 43151, E-5 (8).

Air Force Point of View

"Today, as always, if a nation is to keep its freedom it must be prepared to risk war. When necessary, we will take that risk. But as long as I am President, I will spare neither my office nor myself in the quest for peace . . ."

Lyndon B. Johnson

ON AREAS OF CONCERN: Air Force Chief of Staff, General Curtis E. LeMay: "The idea of using force to achieve total defeat of an enemy is now only one of the available choices. When you consider the damage levels at high intensity war can bring even to the nominal winner, total defeat of the enemy may be the least desirable choice. . . . For the future, we need to improve our methods of using weapons to gain precise, but limited, objectives for particular crisis situations. This would increase our capability to neutralize selected targets which are important to the enemy. If carefully applied, these actions would force him to back down from his initial aggression and negotiate our respective interests.

"I think we also need to further develop concepts for rapid deployment of forces to produce a desired deterrent effect in certain areas. Our composite air strike forces and strategic airlift forces have provided some excellent examples as a guide for this effort. Their rapid movement to trouble spots like Lebanon, Berlin and Thailand has demonstrated the fact that we can prevent the exploitation of power vacuums that may exist. . . . We also need to increase still further the effectiveness of our operations against guerrilla forces. And we need even better methods for countering acts of covert aggression that are carried out through the movement of men and weapons across recognized borders. I want to stress the importance of a counterforce concept of deterrence. By counterforce I mean the ability to destroy selected elements of the aggressor's strategic offensive systems, thereby reducing his capability to attack us. . . . I believe counterforce provides the best deterrent because it is based on a concept of destroying or neutralizing the military forces which the enemy must depend on to gain a victory. And through this effective deterrence we achieve our principal objective of our military forces—that is, the protection of American lives and property. If deterrence should fail, counterforce provides the maximum limitation of damage under the worst possible conditions. Thus, counterforce, in situations involving either the success or failure of deterrence, provides the greatest dividend that we can get from any strategy."

☆☆☆

ON JOINT TESTS: Maj. General Gilbert L. Meyers, Commander, Tactical Air Warfare Center, described joint use of Air Force air/ground concepts: "Since last year the most important development in the tactical portion of the Air Force mission has been our preparation for upcoming joint tests of Air Force concepts for improving use of aviation in support of U.S. ground forces. . . . Strike Command

has prepared a joint test plan and General Adams has formed a Joint Test and Evaluation Task Force. The Air Force also has organized a unit, under my command, located at Eglin AFB, Florida to conduct the training required and to participate in the tests called for in the Strike Command test plan. The Air Force unit is called the Tactical Air Warfare Center (TAWC). Elements of Tactical Air Command fighter, reconnaissance and assault airlift wings are in place at Eglin AFB along with the communication and control units required. To provide the joint force necessary for the tests, Strike Command designated the Army's First Infantry Division from Fort Riley, Kansas, to participate with the Tactical Air Warfare Center during the test period. . . . At present, and through the summer, the Army and Air Force units at Eglin will be training together in joint field exercises, nicknamed 'Indian River'. . . .

"Following the Indian River training phase, the Strike Command will conduct field tests and collateral studies to evaluate how Air Force aviation can be most effectively employed to increase the overall combat effectiveness of the joint forces involved. As I said before, this formal evaluation will be called 'Gold Fire I.' Additional Strike Command tests of Air Force concepts are planned in 1965."

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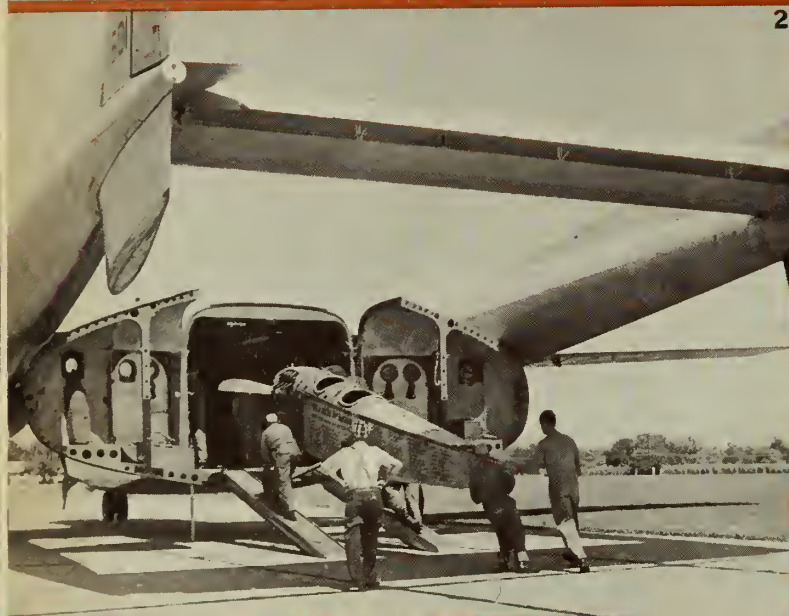
ON TECHNOLOGICAL LEAD: Dr. Edward C. Welsh, executive secretary of the President's National Aeronautics and Space Council: "In today's world, rapid technological progress is inevitable. If our Nation does not set the pace, then others will take the lead. While it is true that Soviet progress in space has a very direct bearing on our national security, we would be unwise to make our space program wholly dependent on either their announcements or their actions. Our space program must be shaped by our own needs—the needs of scientific knowledge, technological leadership, economic development, and national security. . . . These needs require that we continue to push technology vigorously. There is a theory in some circles that we have reached some sort of technological plateau, and that we can now afford to relax. I think this is a dangerous fallacy. Technology has played a decisive role in the attainment of our present leading position in the world. It remains crucial to both military and economic strength, which are often the opposite sides of the same coin. This is not a time to be standing still. On the contrary, it is a time to keep moving boldly forward. Recent studies, such as the Air Force Project Forecast, have identified many technological opportunities in the years ahead. We should take prompt advantage of such opportunities. Thus time will always be one of our most precious resources."

☆☆☆

ON SPACE TASKS: Maj. General Don R. Ostrander, commander Air Force Office of Aerospace Research: "I think we can certainly define a number of tasks which will ultimately be performed in the medium of space. These include, among others: The identification and surveillance of foreign objects orbiting in space; the capability of inspecting and, if necessary, destroying, hostile satellites; and the operation of a manned space station to command and control strike forces around the world. . . . In the search for this knowledge, we in the Air Force are fortunate, I think, in having the Air Force Cambridge Research Laboratories, because they are recognized as the finest single complex of laboratories engaged in environmental research in the Free World, if not the whole world."

OFFICIAL BUSINESS

Return Requested



RESERVE CAMERA

① Capts. Albert Hein (l) and Allan Thomas lead mock-up of a NASA "manned orbital research laboratory." They are two of 40 Reservists from the Los Angeles Contract Management District who attended briefing in Santa Monica, California, on NASA space objectives. ② Guardsmen of 129th Air Commando Gp., Hayward, California, lend a helping hand—via C-119—to 76-year old stunt pilot, Art Hartman of Burlington, Iowa, who built a JN4-D "Jenny" and sought to transport it to the Air Force Academy's museum at Colorado Springs. Though "Jenny" can get off the ground, Mr. Hartman decided to "leave the flying" to the Air Guardsman. ③ Reservists of 302d Troop Carrier Wg., Clinton County AFB, Ohio, receive special unit insignia for completing 10 years of wing and Reserve service. Brig. Gen. Donald J. Campbell (r), presents awards to (l) Col. James Magill, MSgt. George Slatton, Col. Harry Ankrom, Jr., Maj. Exley Wical, MSgt. Henry Councilman and Lt. Col. Paul Doyle. To date, 66 members of the 302d have received the award. ④ Royal Canadian Air Force Flight Lieutenants Jack Gillion (l), Ken Harvey (in cockpit) and Robert Parks (r) are briefed by Capt. Glenn Warner (rear) of the 178th Tactical Fighter Gp., Springfield, Ohio, during an orientation course conducted by the Air Guardsman. Canadians will flight-test F-84s now being reconditioned in Canada.

☆ 1964-752-492



NOVEMBER 1964

the air reservist

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES



SURVIVAL

east

"Survival East and South '64 was the largest defense airlift exercise held to date to test the airlift capabilities of the nation's general aviation fleet in time of national emergency. Support given by the various organizations cooperating under the SARDA program developed by the FAA was most encouraging. These organizations were the Air Force Reserve, Civil Air Patrol, Office of Civil Defense, Office of Emergency Planning, Office of Emergency Transportation and the thousands of general aviation pilots. Actually, their participation was impressive enough to consider the holding of similar exercises annually on a broader geographical scale."

—Najeeb E. Halaby

Administrator, Federal Aviation Agency

south

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NOV 9 1964

UNIVERSITY OF ILLINOIS



...is a graphic interpretation of a nuclear bomb burst, signaling the start of Survival East and South '64, a Federal Aviation Agency exercise held during October. The story appearing on pages 8 & 9, highlights the significant role played by members of Air Force Reserve's Recovery groups and squadrons, Regions and Sectors.

the air reservist

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November 1964

AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

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IN THE NEWS

Cost Reduction: Continental Air Command exceeded its Fiscal Year 1964 Cost Reduction goal by 100 per cent. Air Force levied a goal of \$621,339 on the command and CONAC came through with a whopping cost reduction of \$1,287,641.

The biggest savings came in the areas of departmental operating expense which tallied 1000 per cent of the assigned goal. Target was \$35,669. The savings totaled \$360,000.

Improved real property management, for which a \$210,000 goal had been established, brought a savings of \$400,100 or 190 per cent of the goal.

Other program areas in which cost reductions exceeded the goals were: increased use of excess inventory, 129 per cent; telecommunications management, 199 per cent; use of contract technicians, 185 per cent; improving military housing management, 239 per cent and preservation, packaging and packing, 295 per cent. Areas for which no monetary goal had been established were included in the CONAC cost reductions and made a considerable contribution to the program. They were: major items of equipment, \$3,600; transportation and traffic management, \$22,000; and vehicle maintenance management, \$2,000.

Officials say the cost reduction successes for the fiscal year indicate an ever-growing awareness of the role of more astute management in securing the greatest amount of national defense at the least possible dollar cost.

Emergency News Room: An Air Force Reserve Domestic Emergency News Room was placed in operation for the first time in early October when *Hurricane Hilda* struck the southern part of the United States.

Under the supervision of Lieutenant Colonel Wendell F. Moseley, information officer for the Fourth Air Force Reserve Region, Reservists, Lieutenant Colonel Leon M. Taylor, Majors Ralph Mock and Robert Batten and Captain Dave Burkett established the news room at San Antonio.

For three days the Reservists coordinated Air Force information activities in Texas and Louisiana relative to the assistance rendered to hurricane disaster areas by Air Force organizations in the five-state region which includes Texas, Oklahoma, Arkansas, Louisiana and New Mexico.

The Domestic Emergency News Room was organized by personnel of

the Fourth Air Force Reserve Region in 1962 because of the almost nonexistent coordination of Air Force information activities during *Hurricane Carla* in 1961.

During the Gulf Coast *Hurricane Carla* disaster, Air Force units in the five-state area performed untold mercy missions, providing food, equipment and medical supplies. But because there was no organized central point for receiving and disseminating news of these activities, the general public was not aware of the Air Force's role.

Brigadier General J. L. Riley, commander of the Fourth Air Force Reserve Region coordinates all Air Force domestic emergency participation with the Fourth Army which is responsible for military assistance in the five-state region in time of domestic emergencies.

The news room is activated only in cases of impending or existing major domestic emergencies. When the magnitude of the disaster is such that around-the-clock operation of the news room is required information personnel of Air Force units in the San Antonio area join the Reservists to keep the function in operation.

OTS Program: A new Air Force Reserve commissioning program designed to improve company grade manning in nonrated and nonprofessional specialties is available to qualified airmen who desire commissions but not *Career Reserve Status*.

Under the program, selected Reserve airmen will attend the Officer Training School at Lackland AFB, Texas. Upon graduation from the three month course they will be commissioned second lieutenants and returned immediately to their original units. They must agree to meet training requirements of the Ready Reserve element to which assigned and to remain with that unit for a period of four years, or sufficient time to satisfy their military service obligation, whichever is greater. Eligibility requirements and information are contained in AF 53-27B of August 10, 1964.

The Air Force has approved a quota of 70 Reserve vacancies for this training during the remainder of FY '65. Classes will convene at Lackland on April 7 and May 20, 1965.

Airmen will be selected on the basis of qualification for and availability to fill a specific Ready Reserve position for which 48 drill pay periods per year are authorized. They must meet eligibility requirements prescribed in paragraph 6 of AFR 53-27.

Airmen should submit requests to their commander. Approved applications must reach the Military Training Center at Lackland, 90 days prior to class convening dates.

Guard Conference: "I consider the National Guard to be among the foremost military assets which America possesses—indispensable in the past, and indispensable in the future," Cyrus R. Vance, deputy secretary of Defense told delegates and guests attending the 86th General Conference of the National Guard Association of the United States. Mr. Vance headed a long list of military and civilian leaders who spoke during the four-day convention held in Detroit, September 28-October 1.

General John P. McConnell, vice chief of staff, USAF, emphasized the continuing need for two characteristics—readiness and versatility in both the Regular and Reserve forces, stating, "Trying to develop these characteristics in our Air Reserve Forces has been a prime consideration behind the modifications the U.S. Air Force has made in recent years in the Air National Guard and Air Force Reserve training."

Major General Curtis R. Low, assistant chief of staff, Reserve Forces, praised Air National Guardsmen for their accomplishments during the past year, citing operations *Ready-Go* and *Desert Strike*.

He said that *Ready-Go* achieved a long-standing objective—overseas field training, and that it paved the way for expansion so that many more Air Guard flying units may have a chance in the future to exercise their global mobility.

The general said that *Desert Strike* was a highly convincing demonstration of the value of standardization, adding, "Tactical Air Command, the Guard Bureau, and the units themselves deserve the highest praise for developing such a degree of professionalism."

Discussing the performance of both the Army and Air Guard over the past year, Major General Winston P. Wilson, chief, National Guard Bureau stated: "*Desert Strike* opened many eyes to the fact that Guard outfits—handicapped in equipment and training—can hack it alongside active units. . . . *Operation Ready-Go* demonstrated publicly that the Air Guard can do what we have known it could do ever since we got the aerial refueling capability: that is to deploy tactical aircraft non-stop to any part of the globe. *Guardlift I* had far reaching implications. . . . Improvements in overall strength and training have been significant."

Among the Air Guard units honored during the convention were the 155th Fighter Group of Lincoln, Nebraska, recipient of this year's *Spaatz Trophy*.

Named after General Carl Spaatz, former chief of the U. S. Air Force, the trophy is awarded each year to the most outstanding Air Guard tactical flying unit on the basis of tactical, administrative and logistical efficiency.

National Guard Association *Air Operational-Readiness Plaques* were pre-

sented to outstanding Air Guard units within each of the major gaining commands of the Air Force. The Air Defense Command plaque was awarded the 149th Fighter Group and its associated 182nd Fighter Interceptor Squadron, Kelly AFB, Texas. The Tactical Air Command plaque went to the 128th Air Refueling Group and its associated 126th Air Refueling Squadron, General Mitchell Field, Milwaukee. The Military Air Transport Service plaque was presented to the 146th Air Transport Group and its associated 155th Air Transport Squadron, Memphis. Basis for the award is the degree of operational readiness attained in terms of both aircraft and crews, based upon sustained performance over the entire period from the end of one year's field training through the next.

The 126th Air Refueling Wing, O'Hare International Airport, Chicago, was awarded a *Commendation for Outstanding Accomplishment* for its air refueling operations, including contributing to the success of *Ready-Go*.

Another award, the *President's Match Trophy* was won by Senior Master Sergeant Lavern Haney of the 163d Consolidated Aircraft Maintenance Squadron, Ontario, California, who attained the highest score among Guardsmen firing in the President's Match during this year's National Rifle Matches at Camp Perry, Ohio.

One-step Method for Computing Reserve Retirement Pay

Reservists receive retirement benefits at age 60 upon completion of 20 years of Federal service. A "good" year for retirement purposes is one in which the Reservist accrues at least 50 points (35 earned plus 15 gratuitous). The amount of retired pay is based on the total number of points a Reservist is credited with during his active and inactive service. To compute approximate monthly retirement pay, multiply appropriate point value by the number of retirement points. Examples: A MSgt. with 22 years and 3,250 points multiplies his point value factor, .02847, by 3,250 and gets \$92.53. A Lt. Col. with 20 years and 3,000 points multiplies .06085 by 3,000 and gets \$182.55.

Grade	Over 20		Over 22		Over 26	
	Base Pay	Point Value	Base Pay	Point Value	Base Pay	Point Value
Maj. Gen.	1399.20	.09716	1455.60	.10108	1455.60	.10108
Brig. Gen.	1266.00	.08791	1266.00	.08791	1266.00	.08791
Col.	968.70	.06727	1025.10	.07118	1112.10	.07722
Lt. Col.	876.30	.06085	907.20	.06300	907.20	.06300
Maj.	758.40	.05266	758.40	.05266	758.40	.05266
Capt.	656.10	.04556	656.10	.04556	656.10	.04556
* Capt.	666.30	.04627	666.30	.04627	666.30	.04627
1st Lt.	486.90	.03381	486.90	.03381	486.90	.03381
* 1st Lt.	563.70	.03914	563.70	.03914	563.70	.03914
2d Lt.	384.30	.02668	384.30	.02668	384.30	.02668
* 2d Lt.	476.70	.03310	476.70	.03310	476.70	.03310
* With over four years active enlisted service.						
W-4	630.30	.04377	651.00	.04520	702.00	.04875
W-3	553.50	.03843	573.90	.03985	594.60	.04129
W-2	497.10	.03452	517.50	.03593	517.50	.03593
W-1	461.40	.03204	461.40	.03204	461.40	.03204
CMSgt.	497.10	.03452	522.90	.03631	573.90	.03985
SMSgt.	435.60	.03025	461.40	.03204	512.40	.03558
MSgt.	384.30	.02668	410.10	.02847	461.40	.03204
TSgt.	338.40	.02350	338.40	.02350	338.40	.02350
SSgt.	287.10	.01993	287.10	.01993	287.10	.01993



SSgt. Antonio Vega, a 921st TCGp. radio operator, uses computer to check distance between radio stations during Reserve mercy flight to Guatemala City.

"Through our success in preserving a world environment that is free of high intensity conflict, we are now better able to accomplish many of the humanitarian purposes for which airpower is uniquely suited. I have been especially gratified by the effectiveness of our airlift operations in aiding disaster areas and in demonstrating the civic actions that air forces of friendly governments can perform in supporting the economic and social developments of their countries."

General Curtis E. LeMay
Air Force chief of staff



Maj. Gen. A. T. Wilson Jr., CONAC vice comdr., visits Guatemala flight returnees (l-r) Capt. Y. Villarreal, navigator; D. Zylstra, writer; Lt. Col. H. Haegelin, 921st TCGp. comdr.

AIR FORCE mercy missions are inspired simply by the desire to help, and the humane involvement of its personnel has been lauded by people all over the world. In keeping with the *total force* concept, members of the Air Reserve Forces contribute by performing such missions at the same time they accomplish training requirements.

Whether prompted by people in need of medical supplies, snowbound cattle facing starvation, or Korean orphans longing for Little League baseball uniforms, Air National Guardsmen and Air Force Reservists participate in a wide variety of mercy missions at home and abroad.

A recent example stemmed from the devastation created by *Hurricane Hilda* in Louisiana during October. Air Force Reservists of the 433d Troop Carrier Wing, Kelly AFB, Texas, were airborne in less than two hours following the notification of the need for assistance. Six of the wing's C-119 aircraft delivered 48,000 pounds of blankets to England AFB, Louisiana for use by hurricane victims. Two of the planes were loaded at Kelly AFB with blankets from Fort Sam Houston, Texas and flew directly to Louisiana. The other four picked up their cargo at Fort Smith, Arkansas.

In September, at the request of Sister Francis Xavier, of San Carlos Sija, a charitable institution in Guatemala, Reserv-

ists of the 921st Troop Carrier Group, Kelly AFB, and the 65th Troop Carrier Squadron, Davis Field, Oklahoma, a lifted almost 6,000 pounds of baby foods, medicines and clothing to Guatemala City. The cargo was turned over to Sister Francis Xavier and to Mr. Frank Farnsworth, an American civilian working with a missionary group in Guatemala for distribution to destitute Mayan Indians living in the remote mountain regions of the Central American republic.

The flight was an excellent combination of the elements of mercy and training. To reach Guatemala City by air, it was necessary to fly through a cut in the Sierra Madre Mountains. The city is surrounded by towering peaks and smoldering volcanoes, and unusual air currents in the corridor demand professional pilot ability. Before leaving Kelly AFB, the crew-members received a two-hour briefing from a special instructor assigned to the Air Force's 2851st Air Base Wing. The briefing consisted of a description of what they could expect in the way of weather, color slides of the Guatemala terrain, instructions for overwater emergency procedures, and a discussion of the air corridor leading into Guatemala City.

Take off from Kelly AFB was at 3:30 in the morning. The course took the Reservists over Brownsville, the southernmost city in Texas, and the Mexican cities of Tampico, Veracruz

and Tapachula. From there they flew along the Pacific coastline of Central America until they turned east into the corridor leading to Guatemala City.

After unloading their cargo in Guatemala City, they flew direct route across the widest part of the Gulf of Mexico, landing at Brookley AFB in Alabama.

Experiences gained in such training flights keep Reserve aircrews at the peak of readiness. The flights demonstrate America's deep interest in the needy people of all nations.

Historically, one of the first recorded aeromedical evacuations in the United States occurred in February 1918 at Gerstner Field, Louisiana, when Major Nelson Driver delivered a litter patient in the rear cockpit of his Curtiss Jenny. In 1955, Reservists proved they could render valuable assistance during natural disasters when *Hurricane Janet* beat its path of destruction through Mexico. Air Force Reservists flew 153 missions and airlifted more than 700,000 pounds of emergency supplies to Tampico to help relieve the suffering caused by the hurricane.

In 1957, floods in Virginia, West Virginia, Kentucky and Tennessee, resulted in an emergency airlift of vital supplies by members of Air Force Reserve's troop carrier units; and in 1960, when extensive damage was caused by *Hurricane Donna* throughout the Florida Keys, these troop carrier units brought food, clothing, blankets and water distillation equipment into the area.

Last year, the 304th Troop Carrier Squadron, Richards-McBair AFB, Missouri, airlifted supplies for the victims of *Typhoon Gloria* on the Island of Formosa. Flying a C-124, they hauled about 20,000 pounds of wheat, blankets and clothing to Tachikawa AB, Japan. From there, the vital supplies were delivered to their destination by active duty members of the Military Air Transport Service while the Reservists returned to their homes and civilian occupations.

Heavy snows and long periods of subfreezing weather during early 1964 created the prospect of starvation for hundreds of isolated cattle and wildlife in the Texas Panhandle. Units of the 446th Troop Carrier Wing, Ellington AFB, Texas, flew 13 sorties and dropped 1,642 bales of hay during *Operation Feed*, minimizing losses incurred by local ranchers.

Air National Guardsmen also have been active participants

in many recent mercy missions. On *Good Friday*, March 27, 1964, the most devastating earthquake in Alaska's history brought a rapid response. Members of the 144th Air Transport Squadron at Kulis ANG Base, Anchorage—themselves victims of the disaster—were able to provide emergency aid to residents of stricken communities. Their humanitarian efforts included rescuing trapped victims, giving first aid to the injured, providing food and shelter for homeless women and children, reestablishing vital communications and airlifting personnel and supplies. The Guardsmen flew 77 sorties in the week following the earthquake. In spite of poor weather conditions at Kodiak, Valdez and Seward, they airlifted sorely needed Army National Guardsmen to those hard-hit cities and provided the first aerial reconnaissance and report of the damage incurred. Other Air Guard units from California, Utah, Arizona and Wyoming, also made mercy flights to assist the Alaskans. They logged over 160 flying hours and airlifted more than 100,000 pounds of supplies consisting of medicine, clothing and building materials, including a full-size *Quonset* hut.

On June 10, President Johnson declared flooded portions of Montana as disaster areas. Active duty Air Force personnel at Malmstrom AFB were cited in the *Congressional Record* for their heroic efforts during the disaster. They were credited with rescuing 194 persons by hoisting them to the safety of Air Force helicopters. Air National Guardsmen also were on the scene augmenting local police and fire departments and providing communications and airlift facilities. It is estimated the Air Guardsmen contributed 8,000 manhours of relief work during the floods.

Saving lives and easing the suffering that follows natural disaster are important by-products of the Air Reserve Forces' training program. Another advantage is more in keeping with our nation's *People to People* campaign. Whether the cargo be clothing, medicine, dolls or prize bulls, the flights help create "good will" for the United States. Not long ago Air National Guardsmen from the 180th Air Transport Squadron, St. Joseph, Missouri, flew a training mission to Japan. A part of their cargo consisted of Little League baseball uniforms, delivered in time for a hundred Korean orphans to start Spring practice—in style.

Part of the 375 Air Guardsmen of the 120th FGP., Great Falls, Mont., who contributed over 8,000 manhours to flood control and disaster relief work. →

↓ Alaska earthquake victims received food, shelter and medical assistance in converted ANG warehouse, as part of aid given by 144th ATSq. Air Guardsmen.



"RESERVE FORCES in MATS"



"Without our Air Force Reservists and Air National Guardsmen, trained to our exacting standards, we could never hope to do our expected wartime job."

The above quote is by the Military Air Transport Service commander and is the concluding comment by the narrator of *Reserve Forces in MATS*, a 27-minute color film describing the training activities and combat missions of assigned Air National Guard and Air Force Reserve units. The film exemplifies the high regard MATS holds for its members of the Air Reserve Forces. Throughout the year, Reservists in many

career fields assist MATS in accomplishing its global mission.

Six mission areas are covered in the film which is scheduled for distribution to units of MATS, Continental Air Command and the Air National Guard in early 1965. The mission areas are air rescue, aeromedical evacuation, air transport, weather, air terminal and troop carrier.

Filming was accomplished by a team of specialists from the 1365th Photographic Squadron of the Air Photographic and Charting Service, Orlando AFB, Florida. Actual members of the Air Reserve Forces were selected for lead roles in the film.

One sequence employs Major Robert Graham, a Tennessee Air National Guardsman, as the lead character in describing the air transport mission. Major Graham is a civil engineer and former Air Force pilot. In the picture he and his C-97 crew take us on a typical flight, picking up cargo and delivering it, reloading with military passengers and returning home. As the narrator, Major Graham explains the structure and purpose of his unit and describes some of the benefits of a Reserve assignment. Excerpts from his narration follow: "Members of our 900-man organization gather from all over the state for one weekend every month, and for two weeks active duty yearly. They work hard, learn well, and get 63 days pay per year. Our aircrew members all get additional flying training periods to strengthen their flying proficiency. . . . The group makes a given number of overseas trips each quarter along regular MATS routes carrying full loads both ways. We go mostly to Europe. Some units go to Japan . . ."

The sequence ends with Major Graham saying, "By giving us standard MATS training, demanding compliance with MATS professional and safety standards, and giving us real work, MATS gets results in peacetime cargo hauling and in combat-ready transport units which can add another 50 per cent to MATS airlift capability within hours if needed. Our community reaps big benefits in additional pay roll and real estate assets, and we Air Guardsmen are eager to contribute positively to our country's security while really earning our drill pay."

The other mission areas are treated in similar fashion. Good color photography, coupled with the realism of Reservists portraying themselves, makes *Reserve Forces in MATS* an unusually fine film for internal use as well as for showing to members of local civic organizations. The narration includes the excellent flying safety record of the Air Reserve Forces, the interesting assignments at home and in foreign lands, and the importance of Reservists helping MATS meet its global requirements. The purpose of the film is to stimulate recruiting and retention of Reservists as well as to give public exposure to the objectives of MATS and the Air Reserve Forces.

... Nurse Sue McAnaw, a medical 2d Lt. at Richards-Gebaur AFB, is one of the Reservists who star in the film...



... SSgt. Roland Coleman, a Florida State Trooper, changes uniform to become a pararescuer at Homestead AFB...



... Civil engineer and ANG C-97 pilot, Maj. Bob Graham bids wife farewell and takes us on typical transport mission...





Martin



Richardson



Walker



Hall

PEOPLE in the NEWS

Major General William K. Martin has succeeded Major General John K. Hester as assistant vice chief of staff, USAF. General Hester is now commander of the 17th Air Force in Germany. General Martin had been serving as assistant deputy chief of staff for personnel, USAF since January of this year. Prior to that he spent a year and a half as Air Force director of information. He is a graduate of Command and Staff School, Fort Leavenworth, Kansas and the Air War College, Maxwell AFB, Alabama. General Martin has been awarded the Legion of Merit, Distinguished Flying Cross with Oak Leaf Clusters, Bronze Star Medal, Air Medal with three Oak Leaf Clusters, the British Distinguished Flying Cross and the French Croix de Guerre.

Brigadier General John W. Richardson is a recent M-Day assignee as deputy to the assistant chief of staff, Reserve Forces, Headquarters, USAF. Having held mobilization assignments as a staff officer at Hq. Continental Air Command, as chief of staff, Hq. Tenth Air Force and as deputy commander, Fifth Air Force Reserve Region, he is well versed on the Reserve program. Previous to his becoming deputy to Major General Curtis R. Low, assistant chief of staff, Reserve Forces, General Richardson's M-Day assignment was assistant for procurement, DSC/Procurement, Hq. Air Force Systems Command, at Andrews AFB, Maryland. As General Low's deputy he will assist in all matters pertaining to the Air Reserve Forces and will insure the application of the total force concept. A veteran of World War II, he served as an intelligence operations officer in Europe and in 1946 as an intelligence staff officer with the Joint Chiefs of Staff in Washington, D. C.

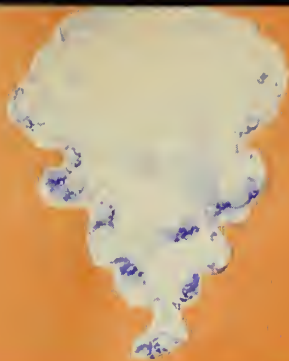
Major General R. G. Clizbe Jr. and Brigadier General John D. Lavelle recently became permanent members and Brigadier General Robert E. Smart and Brigadier General Donald Smith alternate members of the Air Reserve Forces Policy Committee. The committee is composed of 18 senior officers of the Air National Guard, Air Force Reserve and Headquarters USAF, who advise the Secretary of the Air Force on Air Reserve Forces policy matters. General Clizbe is director of operations, and General Lavelle is director of aerospace programs for Hq. USAF. General Smart formerly was chief counsel of the House Armed Services Committee and presently is assistant to the president of North American Aviation. He holds an Air Force Reserve M-day assignment as

assistant to the director of legislative liaison, Office of the Secretary of the Air Force. General Smith is chief of staff of the Illinois Air National Guard and base commander at O'Hare International Airport, Chicago.

Brigadier General John M. Campbell, chief of staff, Nebraska Air National Guard and Major General James F. Cantwell, chief of staff, State of New Jersey, have been appointed to three-year terms as members of the Department of Defense Reserve Forces Policy Board. The policy board, acting through the assistant secretary of defense for manpower, serves as the principal policy adviser to Mr. McNamara on matters pertaining to the reserve components. The board, composed of 21 members representing each reserve component of the armed services, meets at the call of its civilian chairman. General Cantwell is also president of the National Guard Association.

Captain James C. Hall, professional parachutist and air show specialist is an Air Reservist assigned to the 9341st Air Reserve Squadron, Los Angeles. He is the recipient of the Leo Stevens Parachute Medal, the highest award in parachuting. Captain Hall's M-Day assignment is at the Air Force Flight Test Center at Edwards AFB, California. During active duty tours he has worked in the air rescue phase of the Air Force's X-15 program and as an instructor training test pilots and astronauts in the techniques of free fall parachuting. Recently he directed and supervised the parachuting sequences for the Air Force's new parachute training film *Passport to Safety*. During his 15 years experience in jumping he has made more than 500 free falls during exhibitions, equipment testings and experimental parachute jumping.

Colonel Leland A. Walker Jr. has assumed command of the Air Reserve Records Center in Denver succeeding Colonel Carroll S. Geddes who retires shortly. Before his assignment to the Records Center Colonel Walker was deputy director of manpower, and organization, Headquarters, USAF. He has served in the Tactical Air Command, Air Training Command, and in Naples, Italy with NATO. He is a graduate of the University of Utah, Army War College and Air Command and Staff School. A veteran of World War II and Korea conflict, he has among his decorations the Distinguished Service Cross, Silver Star, Legion of Merit, Distinguished Flying Cross, Air Medal, Purple Heart and Air Force Commendation Medal.



SURVIVAL

EAST and SOUTH '64



Regional representatives are briefed during Survival East and South '64 at FAA's command control center in New York City. Air Force Reservists made "impressive" contributions during FAA's test of defense airlift potential.

"The exercise was invaluable as a test of communications and organization effectiveness and as an opportunity to discover loopholes in operational techniques and procedures. It also provided an opportunity for intensive training in emergency evacuation, airlift, radiological monitoring, and other vital operational requirements, as well as an opportunity to promote participation by additional volunteers."

Najeeb E. Halaby

SIMULATED NUCLEAR EXPLOSIONS struck Ohio, Florida and New York on October 3. The ominous, mushroom-shaped clouds signaled the beginning of operation *Survival East and South '64*.

Before the dust had settled from the "nuclear" bursts, more than 9,000 people and 1,500 aircraft were mobilized for action. They represented eastern and southern regions of Federal Aviation Agency, the Office of Emergency Planning, the Office of Civil Defense, the Air Force Reserve, the Civil Air Patrol, the U. S. Weather Bureau, state civil defense organizations and aviation directors, and various groups and individuals of the general aviation industry.

It was a massive test conducted by the Federal Aviation Agency (FAA). The purpose: "check the effectiveness of general aviation resources during national emergencies." [Military aircraft and commercial carriers are not included in general aviation resources.]

Joint command control centers were established at the J. F. Kennedy International Airport, New York City, and in Atlanta. For the purposes of the two-day exercise, it was assumed that the area was in a post-attack environment (D



CAP 1st Lt. J. Israel and Col. M. Barnard monitor "test" reports at CAP communications center in N.Y.



Security and refueling of a CAP aircraft were accomplished at 9330th Reserve Recovery facility in Florida.

plus 10 days) and that the governors had requested the assistance of civil and military organizations.

Typical of Air Force Reserve's contributions to the test are the activities of the following Recovery units: 9210th Squadron, Danville, Virginia; 9104th Squadron, New Haven, Connecticut, and the 9330th Group at St. Petersburg, Florida.

As the general aviation fleet took to the air the Recovery Reservists manned the posts at which they train throughout the year. Eighty aircraft of the State and Regional Defense Airlift (SARDA) fleet landed at the Florida Recovery facility. Each was tested for radioactivity and those assumed unsafe were decontaminated by the Recovery specialists. Medical technicians treated casualties and aircrews as required. Pilots were briefed and afforded operations and flight line support.

Similar support was provided by the Danville unit to 20 SARDA aircraft. They also manned crash and rescue vehicles, posted security guards over parked aircraft while aircraft maintenance specialists made repairs. The communications equipment of each Recovery unit was made available to all participants.

In addition, the Reservists at New Haven established medical facilities and shelters for extended evacuation activities. They also employed a CAP aircraft to transport a control tower specialist to Bridgeport, Connecticut, to assist FAA personnel there.

Every phase of the Recovery mission was exercised dur-

ing *Survival East and South '64*. At Air Force Reserve regions and sectors, Reservists manned a communications network that covered every participating state. Region representatives also were assigned posts at the joint command control centers where they provided general guidance and direct control when necessary.

Survival East and South '64 gave FAA and participating states and units the opportunity to test survival plans; test and emphasize the importance of the general aviation fleet; provide a means for training personnel; and test and develop communications systems.

About 2,400 missions were flown, simulating the airlift of doctors, nurses, the evacuation of casualties, and the delivery of high priority goods such as whole blood and plasma, surgical instruments, food and communications equipment.

Survival East and South, '64, was the second test conducted by civil and military organizations as a training vehicle. This year all states east of the Mississippi River with the exception of Wisconsin, Michigan, Illinois and Indiana were included. However, Alabama and Mississippi were withdrawn due to the effects of Hurricane Hilda.

Based on an immediate, post-exercise evaluation of the test, officials of FAA headquarters in Washington, D. C. are considering holding similar tests each year on an expanded scale, geographically and numerically.



Security, medical, communications and transportation capabilities are demonstrated by Air Force Reservists of the 9116th Recovery Sq., Grenier Field, N. H.

Help Wanted

LEGEND: For officer grade identification: O-6 stands for Col.; O-5, Lt. Col.; O-4, Maj.; O-3, Capt. and O-2 1st Lt. Airman: The AFSC identifies the job title. The letter "X" in AFSC 702X0 indicates openings in more than one grade. Vacancies exist in Continental Air Command Air Rescue (AR), Air Postal (AP) and Mobile Communications (Mbl. Comm.) units.

ALABAMA			
Bates Field, 13 Mbl. Comm. Sq.			
AFSC	Airman Grade	No.	
30450	E-4	1	
Maxwell AFB, 4 Air Postal Flt.			
Airman	AFSC Grade No.		
64650	E-5	1	702X0 E-3/7 4 702X1 E-3/5 15

ARIZONA			
Luke AFB, 12 Mbl. Comm. Sq.			
Airman	AFSC Grade No.		
30431	E-3	1	
30434	E-3	1	
36350	E-5	1	
42133	E-3	1	
Det. 7, 12 Mbl. Comm. Sq.			
Airman	AFSC Grade No.		
30451	E-5	1	
30434	E-3	2	
36330	E-2	1	
42133	E-3	1	
303X1	E-5/6	2	

CALIFORNIA			
Hamilton AFB, 12 Mbl. Comm. Sq.			
Airman	AFSC Grade No.		
421X3	E-3/5	4	
March AFB, 12 Mbl. Comm. Sq.			
Airman	AFSC Grade No.		
29350	E-5	1	
303X1	E-3/4	2	
30431	E-3/4	1	
42153	E-4	1	
Mather AFB, 12 Mbl. Comm. Sq.			
Officer	AFSC Grade No.		
29170	E-6/7	7	
29370	E-6/7	4	
30371	E-6	1	
30471	E-6	1	
42173	E-6	2	
Norton AFB, 12 Mbl. Comm. Sq.			
Airman	AFSC Grade No.		
303X1	E-3/5	2	
421X3	E-3/5	3	
Travis AFB, 12 Mbl. Comm. Sq.			
Officer	AFSC Grade No.		
303X1	E-3/6	3	
304X1	E-3/5	2	
30454	E-4	1	
421X3	E-2/5	4	
272X0	E-3/7	8	

FLORIDA			
Homestead AFB, 301 ARSq.			
Airman	AFSC Grade No.		
43251	E-4	1	
43470	E-6	1	
B92130A	E-5	4	
92230A	E-3	1	
30150	E-5	1	
43131A	E-3	1	

MICHIGAN			
Selfridge AFB, 305 ARSq.			
Officer	AFSC Grade No.		
42132	E-3	1	
431X1A	E-3/5	5	
1035A	O-4	1	
1535	O-2/3	1	
3234C	O-3	1	
30150	E-4	1	
30131	E-3	1	
11 Mbl. Comm. Sq.			
Officer	AFSC Grade No.		
722X0	E-3/6	2	
3034	O-2/3	1	
304X0	E-3/4	2	

GEORGIA			
Dobbins AFB, 1 APGP.			
Airman	AFSC Grade No.		
73250	E-5	1	
1 Air Postal Flight			
Airman	AFSC Grade No.		
702X0	E-4/4	2	
702X1	E-3/5	14	
646X0	E-5	1	

Hunter AFB, 13 Mbl. Comm. Sq.			
Officer	AFSC Grade No.		
272X0	E-3/7	9	
3034	O-2/3	1	
30454	E-4	1	
Robins AFB, 13 Mbl. Comm. Sq.			
Officer	AFSC Grade No.		
30351	E-4/5	2	
30451	E-5	1	
30454	E-4/5	2	
363X0	E-3/5	2	
70250	E-4	1	
1634B	O-2/3	1	
272X0	E-3/7	10	
293X0	E-3/4	2	

ILLINOIS			
Scott AFB, 11 Mbl. Comm. Sq.			
Airman	AFSC Grade No.		
30471	E-6	1	
30474	E-7	1	
36350	E-4	1	
42153	E-4	1	
64650	E-5	1	
272X0	E-3/7	10	
291X0	E-3/5	5	
293X0	E-3/6	3	
30470	E-6	1	

MISSOURI			
Richards-Gebaur AFB, 11 Mbl. Comm. Sq.			
Officer	AFSC Grade No.		
30351	E-4	1	
30431	E-3	1	
30434	E-3	1	
363X0	E-3/4	2	
421X3	E-2/5	3	
272X0	E-3/7	8	

NEW YORK			
Suffolk County AFB, 11 Mbl. Comm. Sq.			
Officer	AFSC Grade No.		
303X1	E-3/6	2	
30431	E-3	1	
304X4	E-3/4	2	
30330	E-2	1	
421X3	E-3/6	2	
272X0	E-3/7	9	

NORTH CAROLINA			
Greensboro, 2 APFlt.			
Airman	AFSC Grade No.		
702X0	E-3/6	3	
702X1	E-3/5	15	
64650	E-5	1	

OKLAHOMA			
Tinker AFB, 13 Mbl. Comm. Sq.			
Officer	AFSC Grade No.		
30434	E-3	1	
36330	E-3	1	
421X3	E-3/6	7	
471X1	E-3/5	2	
646X0	E-3/5	1	
702X0	E-3/4	1	
272X0	E-3/7	11	
291X0	E-2/4	5	
293X0	E-3/4	4	

TENNESSEE			
Memphis MAP, 3 APFlt.			
Airman	AFSC Grade No.		
702X0	E-3/6	3	
702X1	E-3/5	15	
64650	E-5	1	

TEXAS			
Bergstrom AFB, 13 Mbl. Comm. Sq.			
Airman	AFSC Grade No.		
30351	E-5	1	
30454	E-4	2	
421X3	E-2/4	2	
Kelly AFB, 13 Mbl. Comm. Sq.			
Officer	AFSC Grade No.		
30451	E-5	1	
36350	E-4	1	
1634B	O-2/3	1	
272X0	E-3/7	1	

UTAH			
Hill AFB, 12 Mbl. Comm. Sq.			
Officer	AFSC Grade No.		
30431	E-3	1	
304X4	E-2/6	4	
363X0	E-2/5	3	
421X3	E-2/5	5	
70250	E-4	1	
272X0	E-3/5	3	
303X1	E-3/6	3	

The Air National Guard and industry in the Toledo area are the mutual benefactors of a unique recruitment plan developed by Ohio's 180th Tactical Fighter Group to obtain Guardsmen to fly their F-84F *Thunderstreaks*. Under the program sponsored by the Toledo Area Chamber of Commerce through its Military Affairs Committee, suitable, well-paying civilian jobs are found in that area for Tactical Air Command pilots who become Guardsmen upon termination of their active duty.

The project was the idea of Lieutenant Colonel Milan R. Forkapa Jr., group commander and active member of the Toledo Chamber's Military Committee. The new concept in recruiting already has obtained pilots for the ANG unit.

The Chamber printed an attractive pamphlet explaining the program and now has 58 of the area's leading business and industrial concerns taking part in it. Under the plan the 180th obtains resumes from pilots who will soon be leaving active duty. The resumes are reproduced and sent to the participating firms. When a company official sees a pilot's resume that interests him he calls the Guard for help in arranging a personal interview.

ECI Reminders

All Reservists enrolled in *Squadron Officers Course 2A* are again reminded that this version is now obsolete. Students currently enrolled should complete the course by the 24th month following their enrollment or March 30, 1965, whichever is first. This does not affect students enrolled in Course 2B, the current *Squadron Officers Course*.

The following ECI courses have been re-evaluated. Reservists should check this revised list of points to insure that changes will not affect their satisfactory completion of credit hours for a "good year."

Course	Vol.	Study Hrs.	Points	Old Hrs.	Old Points
5711	1	33	11	45	15
5711	2	39	13	45	15
5711	3	24	8	60	20
2001	1	12	4	60	20
2001	2	18	6	60	20
2001	3	18	6	60	20
2001	4	12	4	60	20
4611	1	27	9	39	13
4611	2	15	5	27	9
4611	3	15	5	21	7
4611	4	27	9	30	10
2211	1	30	10	36	12
2211	2	36	12	42	14
2211	3	39	13	36	12
2211	4	48	16	60	20
2211	5	27	9	60	20
2211	6	21	7	60	20
2211	7	33	11	39	13
3200	1	51	17	45	15
3200	2	36	12	42	14
3200	3	18	6	27	9
3200	4	21	7	24	8
3200	5	27	9	30	10
3200	6	45	15	51	17
3200	7	48	16	45	15
3626A	1	27	9	42	14
3626A	2	36	12	63	21
3626A	3	36	12	30	10
3628	1	33	11	39	13
3628	2	39	13	30	10
3628	3	48	16	39	13
3628	4	21	7	30	10
3628	5	24	8	36	12
2935A	2	21	7	36	12
2935A	3	18	6	24	8
2935A	4	27	9	24	8

CIVIL AIR PATROL . . . new course . . . disaster support . . . competition

Maintenance Proficiency: The Civil Air Patrol has entered into an agreement with the Federal Aviation Agency (FAA) to provide instruction in aircraft maintenance to familiarize CAP mechanics with inspection, repair and maintenance of corporate as well as privately owned aircraft.

The first course of 80 hours instruction started in late September at the FAA's Academy at Will Rogers Field, Oklahoma City. The second course is scheduled to be held at the academy in February 1965.

Subject matter for the proficiency training is centered around the T-34 aircraft recently acquired by CAP from the Air Force. However, instruction will be applicable to all types of aircraft flown by CAP.

Material to be covered during the two-week *Aircraft Airworthiness Course* includes: FAA rules and regulations; military technical orders for the T-34; inspection procedures; inspection sequencing; repair and alteration methods; engine run-up; inspection aids and other technical assistance on the T-34.

Those who attend the course must have knowledge of the mechanics of reciprocating aircraft engines, airplane structure, ignition, fuel and starting systems. They must be proficient in handling aircraft on the ground, in accomplishing aircraft preflight inspection, and be familiar with normal aircraft safety precautions.

Meanwhile, the second group of 10 CAP instructors completed the CAP-FAA *Flight Instructor Refresher and Upgrading Program* at the FAA Academy September 25. The T-34 aircraft is being used during the flying phase of the course which encompasses flight maneuvers, instruments, psychology of training, meteorology and air traffic control.

Purpose of the course is to give instructors enough background on the flight characteristics of the T-34 aircraft to guide a student through solo, private, commercial and flight instructor phases of training. The program is to be continued until there is at least one qualified instructor pilot assigned to each CAP wing. The first group of 10 instructors completed the course at the academy in August.

Hurricane Hilda: Approximately 5,000 members of the 180 Civil Air Patrol organizations in Texas, Louisiana, Mississippi and Alabama went on alert status in early October when *Hurricane Hilda* struck the southern part of the

United States. Colonel Joe L. Mason CAP national commander placed the alerted units at the disposal of the governors of their respective states to assist in disaster relief where needed.

Because of the hurricane, CAP units in Alabama and Mississippi called off their participation in *Survival East and South 1964*, an exercise to test the general air fleet's ability to function during a national emergency.

Drill Competition: Cadets of the Texas CAP drill team from San Antonio won this year's annual CAP National Drill Competition held recently at the Air Force Academy in Colorado Springs. Placing second was the Wayne Romulus Squadron, Michigan Wing which placed first last year and in 1962. Third place

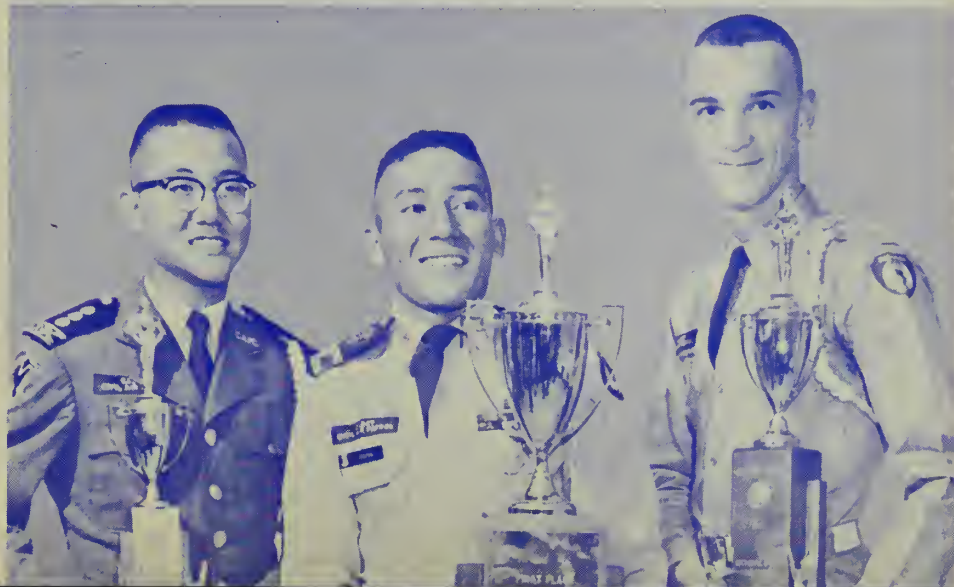
was won by Maryknoll High School, Oahu, Hawaii. Approximately 265 cadets representing 10 teams competed for the awards.

General Foulois Squadron: The recently activated CAP unit at Bolling AFB, Washington D. C., is the General Foulois Cadet Squadron named in honor of Major General Benjamin D. Foulois USAF (Ret), who at 84, is the nation's oldest military pilot and World War I chief of air services, American Expeditionary Forces.

During the presentation of the unit's charter, General Foulois was named an honorary national member of the Civil Air Patrol and was presented a scroll signed by a score of the nation's top aerospace leaders and pioneers.



(Top) 1st Lt. H. J. Wujcik, New York CAP, prepares for first T-34 flight during instructor course at Oklahoma City. (Below) Winning team captains of CAP's National Drill Competition display trophies. (l-r) 3d place, A. Kwak, Hawaii Wing; 1st, A. Rocha, San Antonio, Texas Group; and 2nd, M. Smith, Wayne Romulus Squadron, Michigan.



"DIAMOND LIL"

ANG again proves its long-range deployment capability



AIR NATIONAL GUARDSMEN completed another long-range, nonstop deployment last month as they joined thousands of Army/Air Force participants in joint exercises *Diamond Lil XIV* and *Denali Eagle I & II*. The field maneuvers took place in the vast back country of Alaska under the operational control of the Alaskan Air Command. *Diamond Lil* began September 27 and ended October 4, followed by *Denali Eagle* from October 5-10.

The Guardsmen accomplished their summer training during the exercise period, thus getting two benefits for the price of one. At Elmendorf, they were assigned a hangar and operated as a separate unit responsible for augmenting the active duty forces engaged in the arctic training. Sixteen F-100 aircraft from the 140th Tactical Fighter Wing, headquartered at Denver, made the flight to the staging area, McChord AFB, Washington, and from there 1,600 miles to Elmendorf. Aerial refueling was accomplished by units of the Air Guard's 126th Air Refueling Wing, headquartered at Chicago.

All-weather rendezvous capability for the refueling operations was provided by ANG's new jet-augmented tanker, the JKC-97. For the first time, an Air Guard wing assumed full responsibility for air support in a deployment of this nature. Previous deployments required Air Force KB-50s to provide the rendezvous communications equipment. A recently authorized modification program calls for all ANG tankers to be similarly equipped.

The following tactical fighter and refueling groups participated in the flights to and from Alaska: 140th Tactical Fighter Group, Denver; 184th TFGp., Wichita, Kansas;



Air Guardsmen of the 184th TFGp., Wichita, Kan., use McChord AFB, Wash., facilities to load a MATS transport before flight to summer encampment site in Alaska

185th TFGp., Sioux City, Iowa; 150th TFGp., Albuquerque, New Mexico; 126th ARGp., Chicago; 128th ARGp., Milwaukee; 160th ARGp., Clinton County AFB, Ohio; and the 136th ARGp., Dallas.

During the exercises, C-121s of ANG's 140th Air Transport Squadron, Olmsted AFB, Pennsylvania, and 183d Air Transport Squadron, Jackson, Mississippi, made round trip flights from Denver to Elmendorf for the purpose of rotating the Air Guard ground support crews. In this manner 290 Guardsmen were able to share in the realistic training which otherwise would have been available to less than 170.

On September 26, preflight and enroute support teams were airlifted from Denver to McChord AFB via C-124 and C-135 aircraft of the Military Air Transport Service. At McChord, the support teams refueled and performed 64 preflight checks on the sixteen F-100s in preparation for the next day's long flight to Elmendorf AFB. In-flight refueling was accomplished at about 16,000 feet and all aircraft and personnel arrived in Alaska on schedule.

Support for ANG's *Diamond Lil* deployment and joint exercise *Denali Eagle* in Alaska, began with preflight processing of 140th TFWg., Air Guardsmen at Denver.

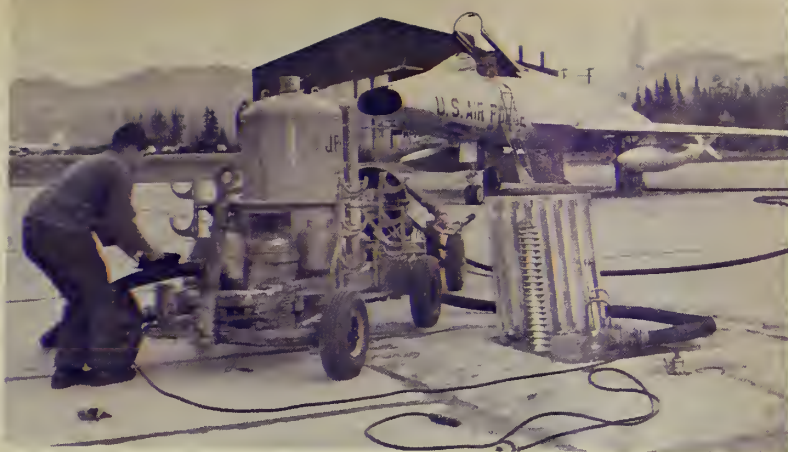


The complete success of the deployment brought the following message from General Walter C. Sweeney Jr. commander, Tactical Air Command: "The outstanding success of the *Diamond Lil XIV*, *Denali Eagle I&II* deployment clearly demonstrates the professional capability of our Air National Guard forces. . . . The execution of this deployment in such an exemplary manner conclusively demonstrated the professional competence of the participating aircrews as well as supervisory and support personnel."

During the employment phase of the *Denali Eagle* exercises, the Air Guard fighter aircraft gave close ground support to friendly forces and flew interdiction missions against opposing forces. The Air Guard pilots worked closely with forward air controllers of the Tactical Air Command (TAC) in determining target areas. Additional details of employment activities were withheld for security reasons.

The deployment marked the initial participation of the 136th Air Refueling Group, Dallas, and the 150th Tactical Fighter Group, Albuquerque in a TAC operation of this

During Denali Eagle, personal flight equipment of ANG pilots get safety check by Guardsmen specialists (l-r), TSgt. D. Englen, MSgt. H. Meis and SSgt. R. Zorens.



After 1,600-mile, nonstop flight to Alaska, an ANG F-100 of 140th TFWg., is serviced before flying tactical missions supporting USAF/Army, arctic exercise.

type. The units recently were transferred to the Tactical Air Command from the Air Defense Command. For the 136th, the transfer meant a change of aircraft in addition to a change of mission. Now they fly the KC-97 Stratotanker. Before, as the 136th Air Defense Wing, they flew in F-86 fighter type aircraft. Although the 150th still flies the F-100 aircraft, they employ it as a tactical weapon rather than an interceptor. Their previous unit designation was the 150th Fighter Group (AD).

At the conclusion of *Denali Eagle*, the Air Guardsmen redeployed to their home air bases. The F-100s again used the mid-air refueling capability of the KC-97s during their return flight to McChord AFB. The *Diamond Lil* deployment is the seventh long range flight made by Air Guard fighters in the past year and a half. It follows Operation *Ready-Go*, the spectacular transatlantic deployment conducted in August. During the *Ready-Go* flight, nineteen F-100s of the 113th Tactical Fighter Wing, Andrews AFB, Maryland and twelve RF-84Fs of the 117th Tactical Reconnaissance Wing, Birmingham, Alabama, traveled some 4,600 miles to bases in Europe in approximately nine and one quarter hours. Units of the 126th Air Refueling Wing employed twenty-four KC-97s to refuel the fighters over Newfoundland, the Azores and Spain.

THE FIRST MAJOR nonstop deployment took place on March 22, 1963, when ten RF-84Fs from the 117th Tactical Reconnaissance Group, Birmingham, Alabama flew nonstop to Puerto Rico. Aerial refueling by units of the active duty Air Force made possible their weekend of training at Ramey AFB. The 117th also participated in the next deployment, *Minuteman Alpha*. On August 30, 1963, twelve aircraft—using ANG's 126th Air Refueling Wing capability—flew 3,500 miles to Alaska. During the four days spent at Elmendorf, the pilots logged over 300 hours flying for the Alaskan Air Command.

Two months later, on November 22, twelve F-100s from the 113th Tactical Fighter Wing, Andrews AFB, and six F-100s from the 131st Tactical Fighter

Group, St. Louis, made the flight from Andrews to Ramey in less than four and one half hours. The aircraft were refueled twice along the way and became the first of ANG's supersonic jets to make a nonstop, overwater deployment.

The following weekend Air Guardsmen flying F-100s of the 140th Tactical Fighter Group in Denver, and RF-84Fs of the 186th Tactical Reconnaissance Group, Meridian, Mississippi, made nonstop flights to the Roosevelt Roads Naval Air Station in Puerto Rico. They spent the weekend flying aerial gunnery and reconnaissance missions, then returned home again with the help of KC-97 tankers. For the Denver Guardsmen the one-way distance covered was 2,600 miles.

The fifth long range deployment was

accomplished by Guardsmen of the 178th and 179th Tactical Fighter Groups, Springfield and Mansfield, Ohio, respectively. In the operation labeled *Shock Wave*, twenty-three F-84Fs made the flight from their home bases to Puerto Rico where they spent two days in air-to-air gunnery training.

Air National Guard's primary goal is a well-manned, well-equipped, flexible fighting force that is ready and capable of making a significant contribution to the defense requirements of the nation in as short a time as possible. With each successful long range deployment, the Air Guard tactical fighter, reconnaissance, and air refueling units conclusively demonstrate their professional competence and capability of making just such a contribution.



Aircrews of the 910th TCGp., jump into Lake Erie from the USS Whitehall's fantail during joint Air Force Reserve, Navy and Coast Guard survival exercise. A Navy patrol plane circles over Reservists in water.

mother of invention...

*realistic water
survival training*

*T*wenty-two miles out on Lake Erie the Services joined. The objective was realistic water survival training.

Parties to the nautical conclave were Reservists of the 910th Troop Carrier Group, Youngstown, Ohio plus the U.S. Navy and Coast Guard.

The Reservists rendezvoused with the Navymen aboard their ship the *USS Whitehall* after flying their C-119 aircraft to Cleveland. When land had vanished from the horizon the fliers donned their survival gear, jumped off the fantail of the moving ship, and deployed over a three mile area. A U.S. Coast Guard cutter, Navy patrol plane and motor launch moved through the area while the "downed" airmen made use of their survival gear to stay afloat.

To add to the realism, a crew of Reservists from the 305th Air Rescue Squadron, Selfridge AFB, Michigan, air-dropped six-man life rafts and other survival equipment from an HU-16. Meanwhile a 910th crew flying a C-119 dropped a 20-man raft while simulating an inflight emergency and over water abandonment of their plane.

Instruction on the use of the one-man life raft, 20-man raft, anti-exposure suits and related survival gear was included in the two day operation.

More than 100 pilots, navigators, flight engineers, radio operators and loadmasters of the 910th took part in the unique exercise.

No Lost Time! No Wasted Money! And No Idle Facilities! These were the tangible results of an unusual plan put into effect by the 122d Tactical Fighter Wing. It got them three summer encampments for the price of two. How? By overlapping the training date of the wing's three groups. Thus, only 30 days were required to accomplish 45 days worth of training.

Why? Initially, as an answer to a shortage of field training sites.

The plan was conceived by the 122d Wing's commander, Brigadier General William R. Sefton. Headquarters for the 122d is at Baer Field, Fort Wayne, Indiana. Assigned to the wing are three tactical fighter groups: the 122d, also at Fort Wayne; the 180th at Toledo, Ohio; and the 181st at Terre Haute, Indiana. With training sites at a premium, General Sefton originated the idea of having joint, overlapping encampments at the same training site. Another part of his plan called for the wing headquarters to conduct its own summer encampment during the middle portion of the 30-day period. In this way the wing personnel came in direct contact with all three units, and gave them the opportunity to conduct operational readiness inspections (ORI) and evaluations of each.

ANG's Travis Field, Savannah, Georgia, was selected as the site for the experiment. On August 1, the Toledo

Group moved in and full flying schedules were maintained the following day. This group continued operations and control of the base facilities until relieved on August 11 by the 181st Group from Terre Haute, which had arrived two days before.

Wing headquarters started their training period the day the second group arrived [August 9]. The following day the wing's inspection team held an ORI of the outgoing 180th.

The rotating and overlapping concept continued the next weekend as the third group, the 122d arrived. After its ORI, the 122d assumed operational command of all flying and support missions [August 19].

Benefits from the experiment include:

- All flying facilities such as runways and gunnery ranges, and all flying support equipment were used every day of the 30-day period, as compared with a normal work month of 22 days.

- Members of all three groups experienced the same problems, thus permitting an interchange of solution ideas.

- Wing headquarters was provided the opportunity for an on-site evaluation of summer training problems for each of its units.

- Tax money was saved since three units were trained at slightly over the cost of two units.

Particular stress was placed on upgrading aircrews and regaining com-

bat-ready status as soon as possible. The wing lost its readiness when it was required to leave all equipment (including the F-84F aircraft) in Europe after deploying there during the 1961 Berlin Crisis. Following its release from active duty, the unit was assigned the photo reconnaissance RF-84F, but retained its tactical fighter mission and designation. Earlier this year, they were again assigned F-84Fs and had to requalify in various flight training phases including air-to-air and air-to-ground gunnery.

The wing responded to the challenge. One unit—the 122d Group—logged more than 1,000 hours of F-84F flying time during the month. To accomplish this highly commendable record, the group's pilots flew approximately 40 hours each; 96 aerial gunnery sorties; 160 air-to-ground missions; and 93 transition sorties. As a result, 22 pilots were updated in weapons qualification and 24 upgraded in flying training phases. Also, all missions were accomplished safely and an aircraft in-commission rate of 95 per cent was maintained by the unit's support sections.

Support personnel and equipment of the three groups involved were airlifted from the Indiana and Ohio bases to Travis Field by Air Guardsmen of the 138th Air Transport Group, Tulsa, Oklahoma. Flying C-97s, they hauled approximately 90 tons of equipment and 1,550 men.

"skeleton" crew put to the test

A crippled aircraft, minutes away, was attempting an emergency landing at Chico Municipal Airport, California, home of the 9638th Air Force Reserve Recovery Squadron. Two-thirds of the unit's personnel were at other bases participating in summer training.

The remaining Reservists were put to the test: The aircraft was a C-119 of the 314th Troop Carrier Squadron, McClellan AFB, California, and was manned by an aircrew of fellow Air Force Reservists. The emergency was caused by an engine malfunction which forced the pilot to feather one of his two propellers and make an immediate landing.

As the aircraft was on its downwind leg, fire trucks, crash vehicles, an ambulance, and even a "Follow Me" vehicle roared down the runway. The landing was perfect. Although the emergency equipment was not needed, the 9638th was ready. An unusual aspect was that none of the Recovery Reservists performed the functions of his primary career field. The information officer became the operations officer, a clerk be-

came a transportation specialist, and airmen with assorted career specialties served as drivers. The Recovery Reservists used a borrowed tow bar and moved the aircraft off the runway to a safe location where the aircraft maintenance section could assess the damage. Communications personnel put the pilot in immediate contact with his group commander while air policemen made arrangements for security control. Medical attention also was available.

Still the mission was incomplete as far as the 9638th Reservists were concerned. Had this occurred during an actual national emergency, the Air Force could be without the services of a highly trained and vitally necessary aircrew. Therefore, after giving the crew a meal, the 9638th provided them with transportation back to McClellan AFB, about 100 miles away. In slightly more than three hours from the time of their unexpected arrival the troop carrier Reservists were again operational.

OFFICIAL BUSINESS

USAF Recurring Publication 30-
No. 30-H-8-64-368,374

reserve camera

- ① Air Force ROTC cadet, Lt. Col. Charles Smith Jr. (r) of Texas Christian University is presented a \$100 scholarship by Lt. Col. Howard Wible (2d from left), personnel officer of the 8508th Air Force Reserve Recovery Gp., and a professor at TCU. The scholarship is an annual grant by the Fort Worth Reserve unit to a third year cadet at TCU who has completed ROTC summer training and has demonstrated qualities of leadership potential and moral character. Witnessing the award are Col. Edward Hardin (l) 8508th commander and Air Force Lt. Col. Chester Bogel Jr., professor of air science at the university.
- ② Firefighters of the 930th Troop Carrier Gp., Bakalar AFB, Indiana, "foam out" an aircraft fire in an exercise during unit's recent observance of Fire Prevention Week.

- ③ Air Guardsmen of the 109th Air Transport Gp., Schenectady, New York, participate in a ditching drill as part of their training requirement. The drill included instruction in the use of life jackets, rafts and other emergency flotation gear.
- ④ Maj. General Winston P. Wilson, chief of the National Guard Bureau is greeted by Col. Nowell Didear, 136th Air Defense Wing commander at Hensley Field, Texas. General Wilson inspected the Air Guard facility after addressing the American Legion Convention [September 18] in Dallas. He told Legionnaires that the future . . . "promises to return virtually our entire reserve component system to the first rank of our national defense system, in fact as well as in theory."

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the air reservist

OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES



The Living Legend

—General Curtis E. LeMay



R... pays tribute to America's most famous living military air officer—General Curtis E. LeMay. Truly a "living legend," General LeMay is scheduled for retirement from active duty in February 1965. See story on page 3.

the air reservist

Vol. XVI—No. 9

Dec. '64/Jan. '65

AIR NATIONAL GUARD
AIR FORCE RESERVE CIVIL AIR PATROL

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The material contained in The Air Reservist is listed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by Hq USAF.

Happy Holidays

Corrections: On page 7 of our October issue we erroneously listed the 116th Air Transport Wing, Dobbins AFB, Georgia, as possessing KC-97 type aircraft (tankers). They fly C-97 transports.

In November's *People* section we mistakenly referred to Brigadier General Donald Smith of the Illinois Air National Guard as base commander at O'Hare International Airport, Chicago. His correct title is base detachment commander. Colonel Richard E. George, commander of Air Force Reserve's 928th Troop Carrier Group, also at O'Hare IAP, is base commander.

Anniversaries: The Continental Air Command and Civil Air Patrol celebrated anniversaries on December 1. Continental Air Command which was activated December 1, 1948, is headquartered at Robins AFB, Georgia.

In addition to its close working relationship with the Air Force Reservists, other commands and services, CONAC supervises the nation-wide Civil Air Patrol and the Air Force's program of cooperation with the Boy Scouts of America. Also the Air Reserve Records Center at Denver, Colorado.

The Civil Air Patrol was started 23 years ago just before the United States entered World War II when a group of patriotic individuals flew their own planes on anti-submarine patrol in 1941. CAP was designated as an auxiliary of the U. S. Air Force in 1948.

Today CAP, with headquarters at Ellington AFB, Texas, carries out such missions as search and rescue throughout the nation, cooperating with civil defense agencies in national emergency training and flying mercy missions for people and communities stricken by floods, hurricanes, earthquakes or other natural disasters.

Motivation Materials: New procedures for the distribution of Air Force Reserve career motivational materials and the 1965 production schedule for such materials have been announced by the Directorate of Personnel Procurement, a branch of the USAF Military Personnel Center at Randolph AFB, Texas.

The Directorate, activated in July 1964, is responsible for active Air Force and Air Force Reserve recruitment, advertising and motivation functions which previously were accomplished by units of Continental Air Com-

mand and Air Training Command. The merger has promoted a closer tie-in of plans and policies, and eliminated much duplication in dealings with contracted production sources.

Air Force Reserve career motivational materials such as retirement drill pay computers, automobile bumperstrips and billboard posters will be distributed to requesting units beginning in April 1965. A list of the items is contained in USAF Publications Bulletin 43, dated October 23, 1964.

Under the new procedures, support base Publications Distribution Officers will solicit annual quantity requirements from all Air Force Reserve units. Consolidated requirements must reach the Publications Distribution Center by March 15, 1965 and unit personnel officers are urged to follow the procedures outlined in Publications Bulletin 43. Only those Reserve units submitting their requests before the March 15, deadline will receive the amounts requested. Future production quantities will be determined to a great extent by these first field requirements.

Motivation materials for the media of radio and television will continue to be mailed directly to using stations. A television spot "fall package" will be mailed in February 1965.

About 1,600 radio stations have received the first production of the *Reserved For You* program which now features the music of the USAF Dance Band, the Airmen of Note.

Wing Transfer: Air Force Reserve's 512th Troop Carrier Wing is scheduled to be transferred from Willow Grove Naval Air Station, Pennsylvania, to Carswell AFB, Texas, early in 1965. The move is to offset an imbalance in the number of wing command organizations in the Fourth and Second Air Force Reserve Regions, and to permit more effective management and supervision of Reserve troop carrier units.

The wing has no assigned aircraft, and the move will not affect the location of the 512th's two troop carrier groups, the 912th and 913th, also at Willow Grove. However, command jurisdiction of these two groups will be transferred to the 302nd Troop Carrier Wing at Clinton County AFB, Ohio. New groups will be assigned to the 512th, after its transfer to Carswell.

Fourteen Air Force Reserve officers and nineteen airmen will be affected by the transfer. The majority of the assigned Reservists will be offered local reassignment opportunities and the remainder will be given all possible assistance to permit them to continue in a Reserve program.

see NEWS/page 4

The Living Legend.....

ONE OF THE FEW remaining living legends in the Armed Forces, Air Force General Curtis Emerson LeMay, is scheduled to retire January 31, after 35 years' service. He has been Air Force Chief of Staff since 1961.

A proponent of strong "Ready Now" Air Reserve Forces, he has stated: "Behind our regular operational forces are dedicated and capable *Ready Reserves*. Though 'in reserve' in one sense, they are in another sense very much an 'integral part' of the active duty force." In keeping with this philosophy, General LeMay directed that the Air Staff take a greater interest in the Air Reserve Forces, supporting them as they do the active duty forces.

His faith in the Air Reserve Forces was vindicated as a result of their "fantastic performance" during the Berlin and Cuba crises.

In addition to implementing the integrated staff concept, he instituted the philosophy of mobilizing the Air Reserve Forces only when needed and releasing them when the need was gone (Cuba was an example).

As Chief of Staff, General LeMay gained international fame for his firm control of the Free World's mightiest tool of deterrence during extremely tense periods of crisis. Lesser publicized are his humanitarian efforts on behalf of the officers and airmen and their families.

This personal interest was strongly

exhibited in 1963 when General LeMay proposed his eight-point program, promising a more stable and rewarding Air Force life. His revolutionary program for people concentrated attention in the following areas: improved housing; fewer family separations; preservation of the present system of military retirement; improving in-service education opportunities; increasing retired medical and dependent dental care; and preserving military fringe benefits such as commissaries and base exchanges.

A native of Columbus, Ohio, the general was graduated from Ohio State University and entered the armed services as a flying cadet in 1928. He completed pilot training at Kelly Field, Texas and was commissioned a second lieutenant in the Air Corps Reserve in October 1929. He received his regular commission in 1930.

General LeMay participated in the first mass flight of B-17 *Flying Fortresses* to South America in 1938 and prior to World War II, he pioneered air routes over the South Atlantic to Africa and over the North Atlantic to England.

The general organized and trained the 305th Bombardment Group in 1942 and led that organization to combat in the European Theater. As commanding general of the 3rd Bombardment Division (England), he led the famed Regensburg raid, a B-17 shuttle mission that originated in Eng-

land, struck in Germany and terminated in Africa. In July 1944 he was transferred to the Pacific to direct the B-29 bombardment activities of the 20th Bomber Command in the China-Burma-India Theater. He later commanded the 21st Bomber Command with headquarters on Guam, and still later became chief of staff of the Strategic Air Forces in the Pacific. At the conclusion of World War II, he returned to the United States piloting a B-29 on a non-stop record flight from Hokkaido, Japan to Chicago.

General LeMay's postwar assignments have included duty with the Air Materiel Command; as first deputy chief of air staff for research and development in Washington; command of U.S. Air Forces in Europe where he organized air operations for the famous Berlin Airlift; and command of Strategic Air Command for nearly 10 years, during which time he built an all jet bomber force and supervised plans for the development and integration of an inter-continental ballistic missile capability.

In July 1957, the general was appointed vice chief of staff of the U.S. Air Force and served in that capacity until July 1961, at which time he was appointed chief of staff.

The combination of his extraordinary ability as a leader of military forces in times of war and peace, and his dedication to the cause of the individual, truly categorizes General Curtis E. LeMay as a living legend. Every airman and officer, active duty and Reserve, will remember his strong hand on the reins of command.

Typical of General LeMay's interest in the performance capability of members of the Active and Air Reserve Forces was his visit to the Swift Strike II joint exercise area. The General (c) toured the North and South Carolina maneuvers via helicopter, stopping to talk with participants. With him is Army General Paul D. Adams, comdr., U. S. Strike Command and Maj. General Charles Chase, then comdr., 2nd Inf. Div.



The "READY-NOW" POSTURE

"We need a Ready Now combat capability in the Air Reserve Forces because we depend on them to augment the active force in times of crises."

General Curtis E. LeMay



■ Administrative procedures are evaluated by TAC inspectors.

"**R**EADY NOW," say the Air Reserve Forces. "Prove it," says the Operational Readiness Inspection (ORI) team. Periodically, every flying unit of the Air Force—including the Air Reserve Forces—must do just that, prove their state of operational readiness to a team of active duty Air Force officers and senior noncommissioned officers who are specialists in the fields being evaluated.

Recent changes have increased the requirements governing combat readiness ratings making it more difficult for Air National Guard and Air Force Reserve units to maintain their C-rating. The changes are part of a Joint Chiefs of Staff program to provide a common system for evaluating the operational readiness of units in all branches of the military.

The C-rating system is employed throughout the Air Force as an indication of the operational readiness of each of the flying units. A C-1 rating indicates a unit is fully operationally ready to accomplish its wartime mission. A C-2 rating indicates that a unit has some deficiencies but is still considered combat ready. Ratings are based on four major factors: manning, aircraft on-board, aircraft combat ready, and aircrews combat ready. A major deficiency in one or more of these areas automatically reduces the units combat effectiveness rating to C-2, C-3 or the minimum of C-4 indicating that the unit has major deficiencies in one of the four areas. Monthly reports compiled by unit commanders form the basis for a running evaluation of unit capability and give the commanders a general idea of the



■ Air Guard pilots must prove air-to-ground gunnery skills.

unit's strengths and weaknesses. However, verification of unit effectiveness comes as the result of the ORI. The teams conducting the inspections come from the major air commands responsible for the training and employment of units of the Air Reserve Forces—the gaining commands.

Due to recent changes upgrading operational readiness standards, many Reserve units now have lower C-ratings even though their actual readiness condition has not changed (they still possess the same number of personnel and aircraft). For example, under the old system a unit could earn the maximum operational readiness rating of C-1 if 75 per cent of the number of aircrews called for in its Unit Manning Document were fully qualified for operational flying. Under the revised standards the percentage figure was raised to 85. Similar increases were applied to the other areas.

As a result, a number of the Air National Guard's flying units lost their C-1 ratings, mostly in Tactical Air Command and the Military Air Transport Service. The principal factor was personnel strength requirements. To be rated C-1, a unit now must have on board 90 per cent of the number of persons called for in its manning documents. The MATS units currently are limited by a drill pay ceiling of 65 per cent. The TAC units face a similar problem, having a 79 per cent ceiling imposed upon them yet needing the same 90 per cent for a C-1 rating. The Air National Guard units least affected by the changes are those groups and squadrons assigned to the Air Defense Command. These units accomplish a runway alert mission for ADC on a year-round basis.

These changes have had a similar effect on the Air Force Reserve's flying units. As in the Guard, the primary limiting factors have been shortages of aircrews and other personnel although in MATS gained units there is also the problem of insufficient aircraft.

Reservists across the nation are taking steps to retain or improve their operational readiness ratings. At Stewart AFB,

New York, headquarters for the First Air Force Reserve Region, Brigadier General Royal Hatch, commander, told a conference of troop carrier unit commanders, staff officers, and representatives from the units' gaining command, TAC:

"Although some question the advisability and feasibility of requiring 'Two-Day-A-Month' Reserve units to be judged on the same basis of combat readiness as active duty units, we all know that a common yardstick must be used for measurement. When and if Reserve units are called upon for service to their country, Air Force headquarters must know and be able to rely upon the quality of units which will be called upon to defend this nation."

The general pointed with pride to the 904th Troop Carrier Group at Stewart AFB, which last April became one of the first Reserve troop carrier units to attain a fully combat ready status as confirmed by a TAC operational readiness inspection. When the standards were raised the 901st Troop Carrier Group at L. G. Hanscom Field, Massachusetts, became the first unit in the First Region to measure up to the new fully qualified standard.

Air National Guard's 113th Tactical Fighter Group at Andrews AFB, Maryland, recently went through an ORI. Here's what happened:

A 26-member, Ninth Air Force (TAC) inspection team, headed by Colonel Andrew F. Gordon, arrived at 113th headquarters on a Thursday morning. The team included specialists in every field from operations and training to administration, maintenance, supply, armament and electronics, ground transport and security. Their mission is not to assign a C-rating, but to verify the existing rating of the unit.

In the case of the 113th, the first step was to give the ORI team members a briefing to explain why the group held its present rating. The answer for the 113th, as well as for many other flying units, is that budget restrictions on

manning levels, and the age and variety of aircraft with which they are equipped makes it difficult to meet the stringent C-1 requirements. The current rating, however, indicated the unit could meet its primary objectives.

The next step in the ORI began on Saturday when unit personnel were on base for their regular unit training assembly. Preparations were begun for a mobility exercise called for by the inspecting team. Six hours were allotted for the 113th to complete its phase of the test. By noon—well before the six-hour limit—the Air Guardsmen had marshaled the approximately \$5,000,000 worth of equipment necessary to support the group's \$20,000,000 worth of aircraft at forward bases.

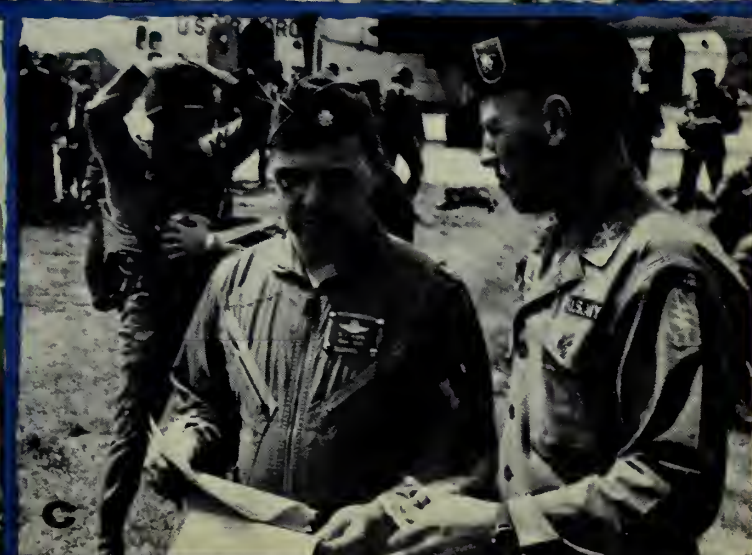
During the same period, the group's personnel section accomplished the necessary administrative functions relative to processing 72 command, intelligence, operations, maintenance and medical men of the early deployment teams for overseas transfer.

The ground handling equipment, mobility kits of tools and spare parts, and the tons of other equipment to be deployed were physically moved to loading ramps. If this were an actual deployment the equipment would have been loaded on C-130 aircraft for transfer to the forward staging area. Accompanying the equipment would have been the early deployment support teams. As part of the test, the support teams did arrive with all personal baggage and with the duplicate set of records maintained for them at all times by the group's personnel section. A processing line was set up in a matter of minutes in an open space inside the unit's engine buildup shop.

As each member of the Initial and Enroute support teams moved down the line, he and his baggage were weighed and his records checked for pay, emergency addressee,

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a/ Loadmaster capability is a prime factor in operational readiness. (l-r) A2C Alexander Kulas, SSgts. Robert Spinalle and Norman Gasset, and A2C John Saia prepare cargo to be dropped during ORI of 901st TCGp., L. G. Hanscom Fld., Mass. . . b/ Air Force Reserve's First Region Comdr., Brig. Gen. Royal Hatch (l), discusses plans to increase readiness posture of flying units with (l-r) Cols. Malcolm Hooker and E. L. Hibner, TAC representatives, and Brig. Gen. Edward J. Haseltine, region deputy comdr. . . c/ Maj. E. D. Blouin of 901st TCGp., discusses ORI airdrop mission of Army Reserve's 11th Special Forces' paratroopers with unit comdr., Lt. Col. Kevin Daugherty (r).



READY NOW/continued

medical inoculations, and other essential personal data. Then, bag and baggage, these groups moved to the ramp area ready to board the transport aircraft.

The Ninth Air Force inspectors checked each phase of the operation. Primary emphasis was placed on whether each man was fully qualified in his specialty. In addition they checked packing lists, weights and cube measurements of cargo, and whether identification tags indicating measurements were accurate.

At 11:45 a.m., the pilots of the group's 121st Tactical Fighter Squadron assembled in the operations room for a complete mission briefing. Included were classified subjects such as intelligence, survival procedures, and evasion and escape plans. Also, operations, weather, medical and flying safety factors were discussed since the Air Guardsmen were about to fly an actual mission for the TAC inspectors.

When the inspection was over, the 26-man team evaluated their findings, asking themselves the three basic questions: Can the unit deploy to a forward base in time to be of use? Their answer—Yes. Can it fly at least the minimum number of missions required to support TAC contingency plans? Yes. Can the Air Guardsmen deliver ordnance on target with exactly the same degree of accuracy as Regular Air Force crews? Again, yes. The 113th's rating was verified and TAC had positive evidence that another Air National Guard unit was "Ready Now."



Plans for 1965 was featured subject at ANG Commander's Call hosted by 184th TFGp., Wichita, Kans., and attended by 800 Air Guard officers including Brig. Gen. I. G. Brown, asst. chief NGB for Air, Lt. Cols. G. Miller (l) and I. Sussky.

NEWS/continued

Ready to Standby: Secretary of Defense Robert S. McNamara made the following announcement during a news conference at the Pentagon on December 12, 1964.

"To increase the combat readiness of our *Ready Reserve* forces, which will play such an important role in our response to any world emergency, we are transferring personnel holding key assignments in the judicial, executive and legislative branches of the Government from the *Ready Reserve* to the *Standby Reserve*.

"As you know, the *Ready Reserve* is the part of our Reserve component upon which we depend for early augmentation of the Active Forces in time of war or national emergency. The mission of the *Ready Reserve* by law is 'to provide trained units and qualified persons available for active duty in the armed forces in time of war or national emergency, and at such other times as the national security requires.' Retention in *Ready Reserve* ranks of any person who cannot serve during a period of mobilization or who is more valuable to the national security in another position during a mobilization period detracts from the combat readiness of the Reserve unit, wastes training funds, and prevents others who could serve in a time of mobilization from taking part in the *Ready Reserve* Program.

"The Congress by legislation and the President, by an Executive Order prescribing regulations under that legislation, require the armed forces to continually screen the *Ready Reserve* to insure that personnel retained in the *Ready Reserve* are in fact available for active duty if the security of the nation requires it. A recent review reveals that more than 150,000 Federal employees are members of the *Ready Reserve*, and it appears that several thousand of them are key Federal personnel who would be crucial to the effective functioning of the Government in time of war or national emergency. We cannot afford to jeopardize the efficient functioning of the nation in an emergency by calling to active military duty key Federal officials in the judicial, executive and legislative branches who may be in the *Ready Reserve* and who have completed their obligated service.

"Both the effectiveness of the *Ready Reserve* and the effective operation of the Government in an emergency require that key governmental officials be transferred to the *Standby Reserve* if they presently possess *Ready Reserve* status. The *Ready Reserve* positions they occupy will be available for others who could serve during a period of mobilization.

"Therefore, appropriate action will be taken to identify key Federal employees and officers in the judicial, executive and

legislative branches and to take the necessary steps to transfer them to the *Standby Reserve*."

Mr. McNamara further stated that probably less than 5,000 of the 150,000 Federal employees would be considered to hold crucial civilian jobs. The remainder would not be affected by the order.

Asked whether the order meant the elimination of the 9999th Air Reserve Squadron, he said that this would have to be fully investigated because there are administrative assistants and other Congressional employees as well as senators and representatives in the unit. He cited as an example of the type of individual involved, the deputy assistant Secretary of Defense (Budget) who holds a mobilization position as a colonel assigned as assistant to comptroller, Hq. USAF.

Promotion Board: Eligible first lieutenants, captains and majors are to be considered for unit or mobilization assignment vacancies by a board scheduled to convene at the Air Reserve Records Center in Denver, January 4-5.

On February 1, another promotion board will consider approximately 110 Reserve second lieutenants, not on extended active duty, for promotion to first lieutenant. Eligible officers must hold a promotion service date on or before December 31, 1962, and be in an active status.

New Guard Units: The Air National Guard will activate seven new units by July 1, 1965. The activations will include an Air Weather squadron and six Air Weather flights. These are the first ANG units scheduled for assignment directly to Army National Guard (ARNG) divisional headquarters.

Primary mission for the Air Guardsmen involved will be to provide weather forecast and observing support to six ARNG divisions: two armored and four infantry. The objective is to accomplish maximum administrative and training actions in order to reduce the time required to deploy the ARNG divisions after mobilization.

Modern land combat operations require accurate weather forecast data relative to such areas as radiation fallout, visibility, use of smoke to conceal operations, and the effect of weather on natural obstacles such as rivers.

The Air Guardsmen will train on a year-round basis with their respective ARNG divisional headquarters and will enter active duty with those divisions if mobilized. Headquarters for the squadron will be at Langley AFB, Virginia, where close liaison will be maintained with Air Force's 2nd Weather Group, also at Langley. The group is assigned to the Military Air Transport Service and provides all weather support to the Continental Army Command.

Numerical designations have not been assigned to the new units as yet. The divisions they will support are 26th Infantry, Massachusetts; 42nd Infantry, New York; 50th Armored, New Jersey; 28th Infantry, Pennsylvania; 30th Infantry, North Carolina; and 30th Armored in Tennessee.

Bills Signed: A number of bills of interest to the Air Reserve Forces passed by the 88th Congress prior to its adjournment have been signed by the President. They include:

- PL 88-647 (H.R. 9124), authorizing a four-year senior Reserve Officers' Training Corps (ROTC) scholarship program which would pay all cost of tuition, the lab fees and books and provide a subsistence allowance of \$50 monthly. In addition, the law continues to provide for advanced-training ROTC non-scholarship programs for students in the last two years of college. It raises their current subsistence allowance from \$27 to \$40 per month and gives the Department of Defense authority to further increase the amount up to \$50, at discretion of the Secretary of Defense. A last minute change in H.R. 9124 also provided for a junior ROTC program at a limited number of high schools. Beginning with the calendar year 1966,

a total of 200 junior programs may be established each year by all services combined until a maximum of 4,200 is reached.

Other bills receiving the President's signature were:

- PL 616 (H.R. 11332), authorizing certain veterans' benefits for disability or death resulting from injuries sustained prior to January 1, 1957, by Reservists traveling directly to or from active or inactive duty training.

- PL 620 (H.R. 2501), authorizing promotion of qualified Reserve officers in Army and Air Force to existing unit vacancies without regard to statutory grade ceilings. This authority expires July 1, 1965.

- PL 621 (H.R. 2512), providing protection for members of the National Guard who incurred disability while attending or instructing at National Guard schools established under the authority of the Secretary of the Army or Secretary of the Air Force, as the case may be.

- PL 624 (H.R. 2509), authorizing Reserve Officers to combine service in more than one Reserve component in computing service necessary to qualify for the \$50 uniform maintenance allowance, and:

- PL 88-636 (H.R. 9718), which would authorize crediting of certain military service for the purposes of Reserve retired pay.

New Planes: Two Air Rescue squadrons are scheduled to trade their present HU-16 aircraft for the HC-97 during the Fiscal Year 1966. They are the 303rd Air Rescue Squadron at March AFB, California, and the 305th Air Rescue at Selfridge AFB, Michigan. Each will receive eight HC-97s.

The HC-97s will be made available to the Reserve rescue squadrons as active Air Force rescue units convert to the new HC-130. The five Air Rescue squadrons are currently authorized a total of 565 Reservists (113 per squadron). When the new unit manning documents go into effect in March 1966, these units will be authorized a total of 825 Reservists (139 in each of the three HU-16 equipped squadrons and 204 in each of the two HC-97 equipped squadrons).

The HU-16s now assigned to the affected squadrons will be distributed among the other three Reserve rescue units. They are: 301st, Homestead AFB, Florida; 302nd, Luke AFB, Arizona; and 304th, Portland, Oregon.

Merry Christmas. Beaming Korean orphan, wrapped in one of 3,300 blankets donated by people of Milwaukee in "Operation Warmth," is held by Brig. Gen. John Dolny, 133rd ATWg., comdr. Blankets for some 700 orphans, plus 4,100 pounds of medical supplies for a hospital, arrived in Seoul on C-97 of Minnesota ANG, December 10.



KING CRAB VII

Sub-freezing temperatures posed unusual problems for the California Reservists engaged in Alaskan air lift support missions. King Crab VII gave them realistic training and the opportunity to display Air Force Reserve's all-weather capability.



The 452nd TCWg., "City of Riverside" is de-iced during King Crab exercise. Ice and snow were on the aircraft.

SWENTY-FIVE Air Force Reserve C-119 aircrews recently traded California's balmy climate for two weeks of near-zero, Alaska temperatures to provide airlift support to the participants in exercise *King Crab VII*.

The joint Air Force-Army operation was conducted October 24 through November 8 in the vicinity of Anchorage. Elements of the Golden State's 349th and 452nd Troop Carrier Wings braved the rigors of a cold Alaskan autumn in conjunction with the Alaskan Air Command and the U. S. Army. The units are from the Hamilton and March AFBs, respectively. The basic mission for the Reservists was to provide airlift support for the U. S. Army forces in Alaska (USARAL) during the *King Crab* air mobility exercise. A secondary purpose was to give the Reserve C-119 crews realistic airdrop training in unfamiliar surroundings and at below freezing temperatures.

Exercises of this nature are designed to refine procedures and train personnel in the techniques of air landing combat



Last minute cargo check is made prior to one of many Alaskan missions by 349th TCWg., crewmen. Inspecting cargo are Reservists (l-r), AIC Richard Melencio, SSgt. Calvin Crim and SSgt. Robert Baldwin.

Mission Commander, Lt. Col. James T. Nutley Jr. (l) of 938th TCGp., briefs crewmen on mission to Alaska interior. (l-r) Majors Sam Ditto, Donald Chicken and Capt. John Cohan of 349th TCWg.





rior to early morning take off from Elmendorf AFB
r cry" from sunny California base of the 452nd.

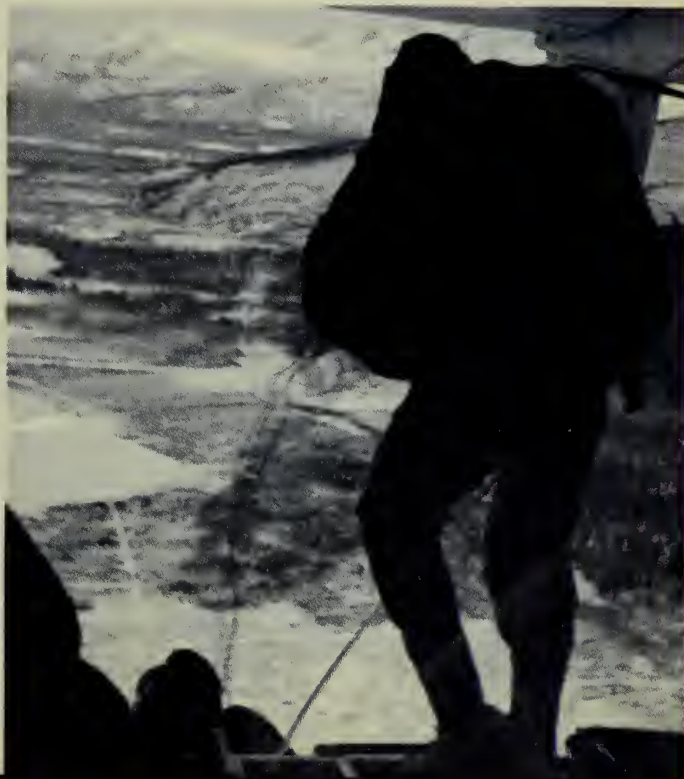
USARAL forces involved in the joint training exercise, the Reserve aircraft and crews at Elmendorf accomplished tactical and drop training and one opportune airlift mission for the Alaskan Air Command. An opportune mission involves the use of available space to accomplish an authorized, secondary mission which does not interfere with the performance of the basic mission. There were eight sorties for tactical and drop training and two sorties for the opportune airlift. Eight passengers were airlifted for 3,123 passenger miles, 3.5 tons of cargo airlifted for 1,321 ton miles, ten personnel and 8.4 tons of equipment were airdropped utilizing 22½ hours of flying time.

It was good training for the Reservists and proved that they can operate effectively under rigorous cold weather conditions. They braved the dangerous weather problem of "whiteout," an atmospheric and surface condition which blends clouds and snow cover, making the horizon indiscernible. They found that the cold made nearly everything more difficult. Pre-flight checks took two to three hours . . . gauges stuck . . . radio warmup time was longer . . . and maintenance proved more of a problem than in temperate climates. Under conditions such as these, professionalism, on the part of each participant was a prime requirement for the safe and successful completion of the mission.

The Reservists came through the entire exercise with flying colors. Brigadier General Rollin B. Moore Jr., commander of the 349th and Colonel Earl O. Anderson, the 452nd's commander, were enthusiastic about the capability and the performance of their men. While they agreed that it wasn't the largest exercise in which their units had participated, they were well satisfied in terms of their unit's accomplishments . . . particularly in the cold weather training their men had received.

Throughout the past year Air Force Reservists across the country have demonstrated a similar degree of readiness and capability. More than 6,600 Reserve crew members assigned to troop carrier units participated in almost 800 overwater training flights, performed more than 600 tactical missions outside the continental United States, and exceeded 201,000 total flying hours in training activities.

Army paratroopers drop from rear of C-119 over Claxton Drop Zone near Ft. Richardson, Alaska. Twenty-five Reserve aircrews provided airlift support for Army forces in two-week joint training exercise.



LEGEND: For officer grade identification, O-6 stands for Col.; O-5, Lt. Col.; O-4, Maj.; O-3, Capt.; and O-2, 1st Lt. Where openings exist in the same Air Force Specialty Code for more than one grade, the lowest and highest grades are indicated. Example: O-2/5 means there are openings for 1st lieutenant through lieutenant colonel. Airman: The AFSC identifies the job title. The letter "X" in AFSC 702X0 indicates openings in more than one grade. E-2 indicates A3C; E-3, A2C; E-4, A1C; E-5, SSgt.; E-6, TSgt.; E-7, MSgt.; E-8, SMSgt.; and E-9, CMSgt.

Listed below are vacancies within Continental Air Command troop carrier and air terminal units. Positions offer up to 48 paid drills, a 15-day annual tour of active duty, retirement points and possible promotion. Applicants should write to unit of choice giving full name, address, grade and AFSC.

ALABAMA

Bates Fld., 908 TCGp.			
Officer	Airman		
AFSC Grade No.	571X0 E-4	5	
1055Z O-2/3	12 582X0 E-4/6	5	
1535 O-2/3	3 A607X0 E-4/6	13	
1435 O-3	2		

CALIFORNIA

McClellan AFB, 940 TCGp.			
Officer	Airman		
AFSC Grade No.	274X0 E-5	2	
1055Z O-2/3	9 571X0 E-3/5	5	
Airman	647X0 E-5	8	
271X0 E-3/6	5 647X0 E-3/4	8	

Hamilton AFB, 938 TCGp.			
Officer	Airman		
AFSC Grade No.	40370 E-6	1	
6444A O-2	1 461X1 E-5/6	2	
9754 O-2/3	3 671X0 E-6/9	2	
Airman	90370 E-6	1	
27403 E-5	1		

March AFB, 942 TCGp.			
Officer	Airman		
AFSC Grade No.	24170A E-6	1	
1055Z O-2/3	10 431X1A E-3/6	8	
9754 O-3	3 571X0 E-3/6	7	
9754 O-2	3 A607X0 E-4/6	4	

943 Troop Carrier Group			
Officer	Airman		
AFSC Grade No.	24170 E-6	1	
1055Z O-2/3	10 271X0 E-3/6	4	
9754 O-3	3 431X1A E-3/6	22	
9754 O-2	3 471X1 E-3/5	9	

944 Troop Carrier Group			
Officer	Airman		
AFSC Grade No.	34270E E-6	1	
1055Z O-2	11 431X1A E-3/6	10	
Airman	643X0A E-5	4	
24170A E-6	1 643X0A E-4	4	

CONNECTICUT

Bradley Fld., 905 TCGp.			
Officer	Airman		
AFSC Grade No.	20470 E-6	1	
1055Z O-2/3	9 27150 E-4	1	
1435Z O-3	1 27430 E-5	1	
1935 O-3	1 29352 E-5	1	
F4344 O-3	1 571X0 E-3/6	16	
6724 O-4	1 60551 E-4/5	2	
9356 O-4	1		

FLORIDA

Homestead AFB, 435 TCWg.			
Airman			
AFSC Grade No.	571X0 E-3/7	13	
431X1A E-3/7	20 643X0 E-3/5	5	
565X0 E-3/5	5 647X0 E-3/5	9	

GEORGIA

Dohbbs AFB, 445 TCWg.			
Officer	Airman		
AFSC Grade No.	565X0 E-3/5	4	
1055A O-2/3	4 571X0 E-3/5	8	
Airman	581X0 E-3/6	6	
431X1A E-3/6	21 702X0 E-3/4	7	

ILLINOIS

Scott AFB, 932 TCGp.			
Officer	Airman		
AFSC Grade No.	A29352 E-5	5	
1055Z O-2/3	12 A607X0 E-4/5	8	
1435C/Z O-3	5 571X0 E-4/6	7	
1535 O-2/4	7 565X0 E-3/6	7	
F4344 O-3	1 70250 E-5	3	
9826 O-3	1 70250 E-4	3	

91 Air Terminal Squadron

Officer	Airman		
AFSC Grade No.	60550 E-4	1	
6044 O-3	1 60551 E-4/5	6	

O'Hare IAP, 928 TCGp.

Officer	Airman		
AFSC Grade No.	43171A E-6	6	
1055Z O-2	4 57130 E-3	4	
1535 O-2/3	4 A60730 E-4	3	
9754 O-2/3	2		

INDIANA

Bakalar AFB, 434 TCWg.			
Officer	Airman		
AFSC Grade No.	431X1A E-3/4	20	
1055Z O-2/3	30 571X0 E-3/4	5	
1535 O-2/3	12 582X0 E-3/6	6	

LOUISIANA

Barksdale AFB, 917 TCGp.			
Officer	Airman		
AFSC Grade No.	A43570 E-6/7	6	
1055C O-2/4	17 56550 E-4/5	5	
1535 O-2/5	14 A607X0 E-6	12	
9754 O-2/3	3 A607X0 E-4/5	12	

New Orleans NAS, 926 TCGp.

Officer	Airman		
AFSC Grade No.	571X0 E-4/6	7	
9754 O-2	2 A607X0 E-3/5	19	
Airman	651X0 E-4	4	
431X1A E-3/6	8 704X0 E-5	1	

MARYLAND

Andrews AFB, 459 TCWg.			
Officer	Airman		
AFSC Grade No.	342X0E E-4/6	2	
1055Z O-2/3	5 A607X0 E-6	6	
9016 O-4	1 A607X0 E-4/5	6	
9356 O-4	1		
9926 O-4	1		

MINNESOTA

Mpls.-St. Paul IAP, 934 TCGp.			
Officer	Airman		
AFSC Grade No.	563X0 E-4/5	3	
1055Z O-2/3	7 565X0 E-6	7	
1535 O-2	4 565X0 E-3/5	7	
Airman	A60730 E-4	9	
563X0 E-6	3 70450 E-5	2	

MISSOURI

Richards-Gebaur AFB, 442 TCWg.			
Officer	Airman		
AFSC Grade No.	A43570 E-6/7	12	
1055C O-2/4	34 571X0 E-3/6	27	
1435Z O-3	7 647X0 E-6	11	
1535 O-2/5	31 647X0 E-3/5	11	

NEW HAMPSHIRE

Greiner Fld., 902 TCGp.			
Officer	Airman		
AFSC Grade No.	432X1 E-3	3	
1055Z O-2/3	23 432X1 E-2	3	
1435C/Z O-2	3 702X0 E-4	6	
Airman	702X0 E-2/3	6	
431X1A E-2/6	25 A607X0 E-4	17	
	A607X0 E-3	17	

NEW JERSEY

McGuire AFB, 88 ATermSq.			
AFSC	Airman	No.	
60551	Grade E-2/4	3	
514 Troop Carrier Wing			
Officer	Airman		
AFSC Grade No.	431X1A E-6	2	
1055Z O-2/3	3		
1435C O-3	4		

NEW YORK

Stewart AFB, 904 TCGp.			
Officer	Airman		
AFSC Grade No.	431X1A E-3	6	
1055Z O-2	9 645X0 E-6	4	
9356 O-4	1 645X0 E-4/5	4	
Airman	646X0 E-6	3	
431X1A E-6	6 646X0 E-5	3	
	90671 E-6	1	

OHIO

Clinton Co. AFB, 302 TCWg.			
Officer	Airman		
AFSC Grade No.	571X0 E-6	21	
1055Z O-2/3	34 571X0 E-3/5	21	
1435Z O-2/3	8 607X0 E-8	41	
Airman	607X0 E-4/7	41	
431X1A E-3/6	22 702X0 E-5	15	
	702X0 E-3/4	15	

OKLAHOMA

Tinker AFB, 937 TCGp.			
Officer	Airman		
AFSC Grade No.	A43570 E-7	7	
F4344 O-2	1 A43570 E-6	7	
9754 O-2/3	3 70570 E-6	1	

OREGON

Portland IAP, 939 TCGp.			
Officer	Airman		
AFSC Grade No.	571X0 E-3/6	18	
1055Z O-2	19 582X0 E-4/6	5	
Airman	603X0 E-3/5	12	
431X1 E-3/6	15 A607X0 E-4/8	17	
	622X0 E-3/5	9	

PENNSYLVANIA

Willow Grove NAS, 912 TCGp.			
Officer	Airman		
AFSC Grade No.	43131A E-3	16	
1055Z O-2/3	15 565X0 E-3/6	3	
1435C/Z O-3	4 571X0 E-3/5	8	
1535 O-2/3	2 582X0 E-3/6	3	
9754 O-2	2 603X1 E-3/4	3	
9926 O-4	1 62250 E-4/5	3	

913 Troop Carrier Group

Officer	Airman		
AFSC Grade No.	431X1A E-3/4	19	
1055Z O-3	13 43330 E-4	2	
1435C/Z O-3	6 56550 E-4/5	4	
1535 O-2/3	3 57130 E-3	10	
5526 O-4	1 605X1 E-3/5	5	
9754 O-2	2 90870 E-6	1	

SOUTH CAROLINA

Charleston AFB, 81 ATermSq.			
Officer	Airman		
AFSC Grade No.	60550 E-5	2	
60570 E-6/7	2 60551 E-4	4	

TENNESSEE

Memphis MAP, 919 TCGp.			
Officer	Airman		
AFSC Grade No.	F4344 O-2	1	
1055A O-2/3	23 27430 E-5	3	
1435C/Z O-2/3	4 36350 E-5	2	

461X1 E-5/6	2	671X1 E-5	2
571X0 E-4	15	685X0 E-4	4
571X0 E-2/3	15	685X0 E-2/3	4

920 Troop Carrier Group

Officer	Airman		
AFSC Grade No.	27430 E-5	3	
1055A O-2/3	22 571X0 E-2/4	8	
1435C O-3	3 605X0 E-2/5	8	
4344 O-3	1 A607X0 E-4/6	11	
6724 O-2	1 685X0 E-7	6	
6896 O-3	1 685X0 E-2/6	6	

TEXAS

Carswell AFB, 916 TCGp.			
Officer	Airman		
AFSC Grade No.	60551 E-5	6	
1055Z O-2/5	8 60551 E-4	6	
1435Z O-3	3 64350A E-5	10	
Airman	646X0 E-6	8	
60350A E-4/5	8 646X0 E-5	8	

923 Troop Carrier Group

Officer	Airman		
AFSC Grade No.	431X1A E-3/6	18	
1055Z O-2/3	5 433X0 E-4/6	3	
Airman	471X1 E-3/6	8	
291X0 E-4/6	7 571X0 E-3/6	14	
	A607X0 E-4/6	13	

Ellington AFB, 446 TCWg.

Officer	Airman		
AFSC Grade No.	432X1 E-3/5	4	
1055Z O-2/3	6 471X1 E-3/5	7	
Airman	A607X0 E-4/5	14	
431X1A E-3/6	11 647X0 E-6	9	
	647X0 E-3/5	9	

WASHINGTON

McChord AFB, 86 ATermSq.			
Officer	Airman		
AFSC Grade No.	605X0/X1		
6044 O-2/3	1 E-5/7	5	

WISCONSIN

Gen. Mitchell Fld., 440 TCWg.			
Officer	Airman		
AFSC Grade No.	40370 E-6	1	
1055Z O-2	9 571X0 E-6	4	
1535 O-2	3 571X0 E-4/5	4	
Airman	643X0A E-6	4	
24270 E-6	1 643X0A E-4/5	4	

WEST VIRGINIA

Air Force Academy Liaison Officers are urgently needed for the Martinsburg, Keyser and Charleston (or anywhere in the third Congressional District) areas. This is a Part III Reserve vacancy for grades O-3 through O-6. Interested personnel should contact: Liaison Officer Coordinator, P.O. Box 2097, Pikeville, Kentucky 41501.

ANG Vacancies . . .

ALASKA

Board Meeting: Closer ties between the Air Force Reserve and Civil Air Patrol were urged by Air Force Secretary Eugene M. Zuckert when he addressed CAP leaders at the annual meeting of the CAP National Board.

"In August," he told the CAP leaders, "it was suggested that we look into the possibility of tying the CAP program and the Reserve Program closer together so that both would profit. We recognized that CAP could use well qualified instructors who were in the Reserve Program and that many Reservists, particularly those not assigned to units, could keep up their Reserve status and earn participation points by instructing in the CAP.

"Air Force Regulation 45-15 was issued and the 'marriage' was solemnized. The Reservists have taken to the new arrangement with enthusiasm. The interest is growing and can grow even faster with your encouragement and help. There is practically no limit to how big this can be," the Secretary said.

CAP's National Board, which met in October, voted a dues increase for all senior members and authorized a dues for cadet members. Both dues actions become effective in February.

Canadians Observe: Two officers of the Royal Canadian Air Force recently visited CAP National Headquarters to observe training activities and operational and administrative practices.

Canada's RCAF supports the Air Cadet League of Canada, counterpart of the U. S. Civil Air Patrol.

The Canadians, Squadron Leader C. D. Young, and Flight Lieutenant N. A. Christie, from RCAF Training Command Headquarters, Winnipeg, Manitoba, Canada, told CAP officers the Air Cadet League has 28,000 Canadian youth, aged 14 through 19, in its membership. Objective of the League is to encourage good citizenship, stimulate and encourage the youths' interest in aviation and space technology and to advance physical and mental alertness, leadership and discipline.

The RCAF assists the League in training and management of the youth program, the officers said, providing uniforms and equipment for the cadets.

Each cadet unit in the League is headed by an Air Cadet Officer. This individual may be an ex-Air Cadet or a civilian volunteer interested in the work of the ACL.

However, each Air Cadet Officer is brought into the RCAF on a Reserve

status upon appointment to the ACL post. In addition, the RCAF designates an active duty officer as Parent Unit Liaison Officer to each ACL cadet unit. This is a secondary duty but close coordination is maintained between the RCAF and the ACL under this system of RCAF Reserve and active officer support of the Cadet League.

They said RCAF designs and prescribes the academic syllabus and training program which each cadet follows. Cadet units meet once a week and are taught by civilian instructors. Summer encampments are conducted for the cadets at four RCAF installations with 25 per cent of the cadet enrollment selected to attend.

Lieutenant Christie, who briefed the CAP staff, said the Cadet League annually provides "50 per cent of officer entrants into the RCAF, and 38 per cent of airman entrants."

In addition to the prescribed syllabus, which Lieutenant Christie described as a "progressive three-year course of study," cadets are offered specialized incentive training.

Among these are a Senior Leadership Training Course of seven weeks duration, conducted by the RCAF; a Flying Training Scholarship Program which leads the cadet to award of a private pilot's license, a limited number of Aeronautical Engineering Scholarships to the University of Toronto, and participation in the International Air Cadet Exchange, sponsored by Civil Air Patrol.

Operation Find It: A unique attic to cellar search is underway in homes throughout the length and breadth of Connecticut—triggered by an idea generated by an Air Reserve officer and stimulated by the energies of Civil Air Patrol's 28 Connecticut squadrons.

Object of the search is aviation memorabilia on Connecticut's contribution to the growth and development of aeronautics in America.

Captain William J. O'Dwyer of the 9315th Air Force Reserve Squadron in Stratford conceived the idea when photographs of Connecticut's aviation pioneer, Gustave Whitehead, were recently uncovered in an attic.

Under his direction, a contest was launched in September and will continue through March for souvenirs of Connecticut's aviation history.

Tagged *Operation Find It*, the contest will offer a wide-ranging variety of prizes, including dual flight instructions, donated by Connecticut industry.

Joining wholeheartedly in the operation, CAP's 28 squadrons will act as collecting centers. All entries in the contest will be made through CAP and cadets of the Connecticut units are stimulating the hunt throughout Connecticut schools.

The Connecticut Aeronautical Historical Association, a sponsor of the search project with the 9315th ARS, the Air Force Museum and the National Air Museum will judge the contest.

Air Force Secretary Eugene M. Zuckert (c) chats with Col. Joe Mason (l), CAP national commander and CAP Col. Paul W. Turner, board chairman at national board banquet in Houston, where the secretary urged closer Reserve-CAP ties.



The "Alamo Slingshot" in action. Six containers are dropped simultaneously from a C-119 of the 433rd TCWg., Kelly AFB. The Texas unit is responsible for the new improved technique of cargo ejection.



The "ALAMO SLINGSHOT"

This Reserve-developed technique may be implemented throughout the Air Force.

THE INCREASING use of the tubeless tire is threatening to deprive the younger generation of that old inner tube from which a formidable number of slingshots can be made. But the former "forked stick and rubber band set" can take considerable comfort in the fact that the old-time slingshot has formed the basis for an idea that is helping Air Force Reservists to dump their aerial cargo right on the button.

Dubbed *The Alamo Slingshot*, this device demonstrates the fact that cooperative efforts between the Air Force Reserve and the active Air Force establishment can come up with innovations of benefit to all concerned. It takes professionals to know the problems of airlift and airdrop operations and this label fits Reservists and active duty personnel working with the Air Force Reserve troop carrier units.

The new, simple, and amazingly accurate technique was devised and developed by Major George H. Slover, a Tactical Air Command adviser assigned to the Air Force Reserve's 433rd Troop Carrier Wing, Kelly AFB, Texas. Each of the 433rd's aircrews is enthusiastic about the new technique and its relative effect on improving their unit's capability to perform the airdrop functions of their mission.

Though pilots and crews of the Texas Reserve organiza-

ion's three groups were good at dropping cargo on target, they felt that they could do better. Nagging variables kept them from accomplishing the degree of drop accuracy they were sure they could obtain. The Reserve C-119 crewmen equaled any in the Air Force in figuring the CARP (Computed Air Release Point) and chute glide paths, but the exact timing of parachute performance was giving them trouble during drops.

They were using two chutes, an extraction chute followed by the main cargo chute, and it was evident that use of one chute could increase accuracy considerably. The problem was . . . how to switch to one chute? Major Slover and his technical associates went to work and eliminated the extraction chute by developing the device which is now known as *The Alamo Slingshot*.

Under the new method, standard 2,250-pound Army A-22 containers can be ejected from the aircraft with amazing speed, like a rock from a slingshot. A single cargo package can be ejected or up to six packages can be shot out simultaneously.

Conventional drop methods allow time variables in the brief period between starting a load out of the aircraft with the extraction chute and the opening of the main cargo chute. The slingshot technique brings about a consistent and predictable interval between the instant the cargo leaves the plane and the deployment of the main chute. The average is four seconds for a single package or 4.75 seconds for multiple loads. "If you sneeze you miss the whole show," said Major Austin Wampler of the wing's 68th Troop Carrier Squadron in describing the speed of cargo ejection.

Major Slover also worked out a way to assure stable opening time for the main chute. A static line attached to the C-119 overhead monorail pulls the small pilot chute from the back. The heavy falling cargo does the rest. The big chute opens with precision and on-target accuracy has been multiplied three to four times. For example, the average distance from target in a series of drops last September was 3 yards, a considerable improvement over the average 10 yards from target that the *Alamo Wing* crews achieved using conventional drop methods.

A study of the system readily reveals the slingshot comparison. Briefly it works like this: A bridle of 3,000-pound test cable is looped with the two ends terminating in an overhead monorail trolley at the top of the cargo compartment, well forward of the cargo package. The cable passes through two pulleys, one on each side of the cargo compartment and just inside the opened rear doors. The closed cable loop, which forms a sling, is brought forward of the cargo container and passed around it. The navigator presses the monorail salvo button and the monorail drives the trolley forward. This shortens the cable sling and forces the cargo out of the cargo door . . . just like a slingshot.

The webbing which restrains the cargo is released a split second before the sling propels the load out. Short static lines attached to the cable sling pull metal retainers from large seat-belt type clasps, releasing the cargo just before the sling exerts its pull. The whole process takes less time than it takes to tell about it.

In addition to affording positive ejection time, the new method reduces rigging and loading preparations and places the operation directly in the hands of the navigator, thus reducing personnel and equipment delay time. Multiple passes over a drop zone can be made by a single aircraft in as little as three minutes between drops.

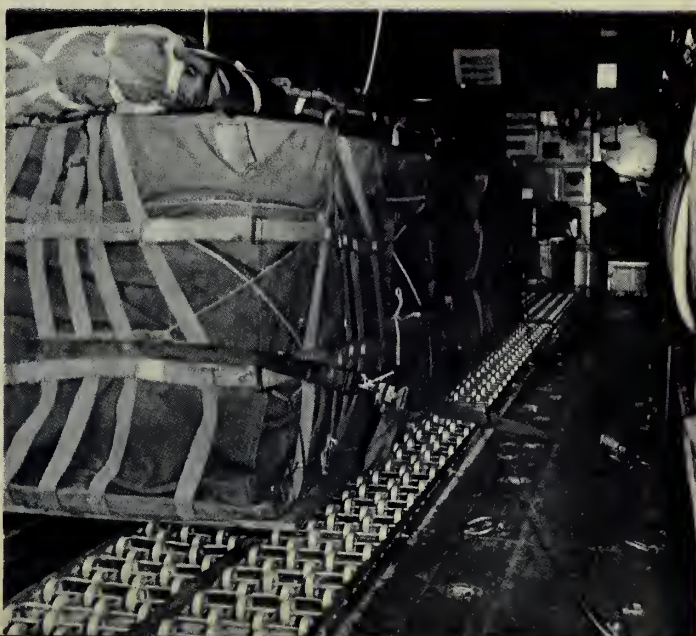
The 433rd hopes to have the system available for general Air Force use very soon—with early incorporation into all C-119 operations manuals. Loadmaster training and operational procedures in the technique are being prepared.

The use of *The Alamo Slingshot* is just one in a long line of accomplishments by the 433rd, commanded by Colonel Tom E. Marchbanks Jr. For instance, Lieutenant Colonel Harvey J. Haegelin's 921st Troop Carrier Group is the latest recipient of the Loening Trophy, the coveted award given annually for tactical excellence among Reserve troop carrier groups. Among the 921st's other accomplishments was completion of a summer training tour during which the Reservists logged more than 700 flying hours, airlifted 388,000 pounds of cargo and 457 passengers, airdropped nearly 4,000 paratroopers, and established a complete field hospital. The 921st also won the top individual crew and individual mission awards during Continental Air Command's troop carrier competition held in September 1963.

The *Alamo Slingshot* technique soon may be incorporated throughout the Air Force. Tactical Air Command recently conducted tests of the new system at the Joint Test Center located at Pope AFB, North Carolina. The tests proved the feasibility of the slingshot system in aircraft having rear cargo loading capability such as the C-119, C-123 and C-130. A favorable report of the test findings has been submitted to Headquarters, USAF. In addition, TAC is considering adapting the *Alamo Slingshot* method to use with cargo packages other than the Army A-22 containers.



Tactical Air Command approval of the "Alamo Slingshot" is displayed in award presented 433rd TCWg., Comdr., Col. Tom Marchbanks Jr., by Maj. Gen. John Meyer, TAC's 12th AF comdr. (Below,) cargo ready to be propelled from C-119 by slingshot device during recent 433rd tests.



QUESTIONS & ANSWERS

This column is designed to clarify problems of general interest to members of the Air Reserve Forces. Personal problems should be discussed with your unit personnel officer. Letters not used in the column cannot be answered.

I was called to active duty for 30 days during the Cuban crisis. Does this entitle me to transfer to the Standby Reserve prior to completion of my 6-year obligation? Personnel who have served on EAD for one day or more qualify for reassignment to the Standby Reserve when they have completed a total of 5 years Ready Reserve service and EAD. Only Ready Reserve service while assigned to a unit of the Reserve Forces is creditable toward fulfillment of the above requirement.

Under what circumstances and conditions may an Air Force Reservist not on extended active duty accrue leave under the Armed Forces Leave Act of 1946? Air Force Reservists do not accrue leave when not on active duty, however, at any time an Air Force Reservist is ordered to active duty for 29 or more consecutive days, leave will accrue at the rate of 2½ days for each month of active duty. Upon release from active duty cash payment is authorized for settlement of unused leave not to exceed 60 days.

I recently received orders awarding me an additional AFSC of 70010, Administrative Helper. Why was this action taken since all of my military experience has been in the supply field? ARRC awards additional AFSCs to Reserve airmen to increase the mobilization and manning potential of the Air Force Reserve. Award is based on civilian experience and/or aptitude scores shown in personnel records. Although you may have had no previous military experience in the administrative field, your master personnel record reflects aptitude in the field. The award has no effect on your primary AFSC.

I am a married female Reservist and recently gave birth to a baby boy. May I stay in the Air Force Reserve? No. Air Force regulations provide that a female Reservist who is a parent by birth or adoption of a minor child may not remain a member of the Air Force Reserve. You should immediately notify your unit commander or the Commander, Air Reserve Records Center, 3800 York Street, Denver, Colorado 80205, if not assigned to a unit. You may submit your resignation or apply for transfer to the Retired Reserve Section if eligible.

I have received a notice from the Air Reserve Records Center that they are going to discharge me and that I might receive an undesirable discharge certificate. I served 3 years on active duty with the Regular Air Force and received an honorable discharge. How can ARRC downgrade it now? The character of service shown on your DD Form 214, which you received when you were released from active duty and transferred to the Reserve, will not be changed by ARRC's present action. However, you are expected to maintain the same high standards of conduct as a Reservist that were required in active military service. When you fail to do this, ARRC is required to begin action to terminate your Reserve status. You will be offered the opportunity to have your case heard by a board of officers. If they determine that you should be discharged

from the Air Force Reserve, they also will recommend the type of certificate to be issued. Authority for final approval of the type of discharge is vested in the Commander, ARRC (for airmen), or the Secretary of the Air Force (for officers).

I recently had my name changed. What procedure must I follow to change my name on my military records? Forward your request with supporting evidence to your immediate commander. Supporting evidence includes a certified copy of marriage certificate, divorce decree, or court order. If changed at time of naturalization, your request should include a notarized statement from the clerk of the court to show that official entry has been made in the appropriate public office of the jurisdiction in which obtained. If assigned to a unit, your commander will issue administrative orders announcing the change. If assigned to ARRC, submit your request to them.

What is the Contingency Option Act and how may I obtain information about it? In 1953 the Department of Defense sponsored legislation providing for a voluntary survivorship annuity plan under which members of the Armed Forces could provide incomes for their widows and eligible surviving children after their death in retirement. This legislation was known as the Uniformed Services Contingency Option Act of 1953 (USCOA). In October 1961 it was amended and renamed the Retired Serviceman's Family Protection Plan (RSFPP). Information about the plan may be found in DOD Pamphlet 6-12A, titled, Retired Serviceman's Family Protection Plan, published in December 1961. This pamphlet is available for reference at any military installation.

AEROSPACE LIBRARY

Heritage of Valor, The Eighth Air Force In World War II, Budd J. Peaslee, USAF (Ret.) (Lippincott, \$5.50). First in the Lippincott Airman & Aircraft series. Story of the 34th Bomb Group, Eighth Air Force, by its commander, the author.

Project Gemini, Step To The Moon, Michael Stoiko (Holt, Rinehart & Winston, \$3.95). This book covers the early background of rocketry leading up to the flights of Project Mercury. Also Project Gemini, the second step in the U. S. man-in-space program, and the Gemini spacecraft.

American War Medals and Decorations, Evans E. Kerrigan (Viking, \$6.50). A presentation of American military medals and decorations. The book has three sections: official decorations, service medals and awards to civilians.

The Silken Angels, A History of Parachuting, Martin Caidin (Lippincott, \$4.95) Second in the Airmen & Aircraft series. Through the first-person narrative of Capt. Joe Kittinger who jumped from nearly 103,000 feet above the Earth, the author tells the fascinating story of the parachute.

Battle At Best, S.L.A. Marshall (Morrow, \$5.00). Eight critical combat areas are recounted through on-the-spot interviews with line troops.

1964 Uniformed Services Almanac, Lee E. Sharff (Federal Employees News Digest, \$1.00). Facts every serviceman should know about military pay, social security, dependents medical benefits, federal and state income taxes, and other useful information.

Air Force Point of View

*The Air Force needs Air Reserve Forces
that are ready and able, with great pride of
service and a strong sense of mission.
That's what we have and what we intend to keep."*

General Curtis E. LeMay
Air Force chief of staff

TOMORROW'S AIR FORCE: "Twenty years from now the Air Force will be exactly what you and I and our associates make it between now and then," says Major General Arno H. Luehman, the vice commander of Air University. How well we use our brains, how much expertise and professionalism we acquire, how we apply ourselves with vision to the challenges ahead will determine in large measure what the Service will look like in the 1980's. . . . The Air Force Officer can no longer 'fly by the seat of his pants.' This is true today and will be even more true in the years to come. He will need to understand economics and history and international affairs. He must know how to cope with the challenge of new political situations as well as new weapons. The impact of political and psychological factors and the impact of the whole range of national security considerations on forces and deployments and maneuvers and ports and all the rest—will place heavy demands on the Air Force professional of the future. This will be true not only on our planet but in the wide regions of space. 'He must be able to think and speak with authority on a broad spectrum of military matters rather than on isolated specialized fields. The Air Force still needs the specialist, of course, but it must have 'generalists'—those who can fuse together the particular knowledge of the specialists."

☆☆☆

MILITARY PROFESSIONALS: Useful insights into problems of the military professional were made public recently by the U. S. Senate Subcommittee on National Security Staff and Operations, Committee on Government Operations. Colonel George A. Lincoln, professor of social sciences at the U. S. Military Academy since 1947 and currently head of the department of social sciences there, led the subcommittee: "Some years ago Dr. Frank Bowles, then the president of the college entrance examination board, wrote an article entitled *The Three Great Callings*. He listed the clergy, the teaching profession and the military profession. Strange bedfellows you may say, but he found these professions had much in common from the standpoint of why men chose them. (They also all have their uniforms and traditions.) He concluded that the future of our society much depended on the successful adjustment of each of these professions to the current era of change. His mention of *The Three Great Callings* brings me to the next and related topic, the baseline from which we step off. "The first, and controversial, aspect of the problem is the question: What is military professionalism anyhow? According to Professor Huntington, who has written thoughtfully on this subject, a professional, is someone who couples a special skill with a commitment. Those skills differ. The commitment is the same—a common denominator of the profession. Commitment is, to my mind, all important. Most military skills we can teach or acquire

from experience; commitment is a matter of the 'soldier's soul.' The professors argue about the unique skills which distinguish our profession and have described these in various terms such as 'the management of violence.' The definition of a British officer (Lieutenant General Hackett), recently used by Robert Lovett, seems more appropriate to today's problem. 'The function of the profession of arms is the ordered application of force to the resolution of a social problem.' The word 'force' should to my mind be interpreted as 'military resources' in this day and age. Those resources can be used for deterring and peacekeeping as well as for violence. . . ."

☆☆☆

AIR FORCE ACADEMY: Major General Robert H. Warren, superintendent of the Air Force Academy, credits a dedicated group of Air Force Reserve officers for much of the significant increase in cadet quality during the past six years. There are 903 of these Reserves on inactive status representing the Air Force as Academy Liaison Officers in 903 communities throughout the 50 states. They, and a small group of retired officers, plus some active duty officers who were formerly on the Academy faculty and staff, make up the 1,000 foster alumni upon whom the Academy depends for assistance in its competition for the best of the college-going young men each year. These officers supply information about the Academy and its program to prospective candidates for cadet appointments. Many of their expenses are not reimbursed. Measured by the tests which the Academy uses for admission, the average cadet entering in 1964 scored higher than 75 per cent of the class of cadets who entered in 1958 when the Academy moved to the permanent site, the year that Air Force Reserves began working as liaison officers.

☆☆☆

ENHANCEMENT OF MILITARY: In remarks at the convocation of students of the National War College and Industrial College of the Armed Forces the President said that "the next 20 years will demand more of America's military men, America's diplomats, and America's political leadership than the last 200 years of our professions." And he added: "I am in this regard directing the Secretary of Defense to speed up his present review of such matters as housing and medical care, pay and allowances, so that we can at the earliest possible moment take whatever steps both human equity and national defense may require to enhance the standing and the morale of those who defend us. I am also directing the Secretary of Defense to review the educational systems and major schools within the services and the opportunities now offered to continue civilian education while still in service in order to broaden and strengthen these programs."

☆☆☆

UNIFICATION AND SPECIALIZATION: "In any analysis of the defense organization best suited to our requirement, three facts seem to me fundamental: First, there is no indication that the weapons we now have or those which can be foreseen will destroy the identity of any of the three general categories of warfare—land, sea and aerospace. Second, it is almost impossible to conceive of substantial military action carried out by one Service alone. Any war of the future will be a joint action. Hence, we must deter or fight war jointly—as a thoroughly coordinated action—with aerospace, land and sea forces acting under unified control. Third, many of the weapons of war will continue to increase in complexity, sophistication and cost. The proper allocation of defense resources will remain a central problem."—**Eugene M. Zuckert**, *secretary of the Air Force*

OFFICIAL BUSINESS

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USAF Recurring Publication 30-1
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reserve camera

a

Governor Endicott Peabody, Mass., is met by Col. John Stefanik, Bay State ANG wing comdr. at Barnes Airport, Westfield, Mass. The governor flew in for the start of an "operational readiness" inspection of the 104th TFGp., by Tactical Air Command.

b

Lt. Col. William C. Smith, comdr., Tennessee's 164th AirTransGp., holds "Operational Readiness" award presented by Maj. Gen. James F. Cantwell during National Guard Association's conference in Detroit. Group flew over 10,000 accident-free hours in C-97s on missions.

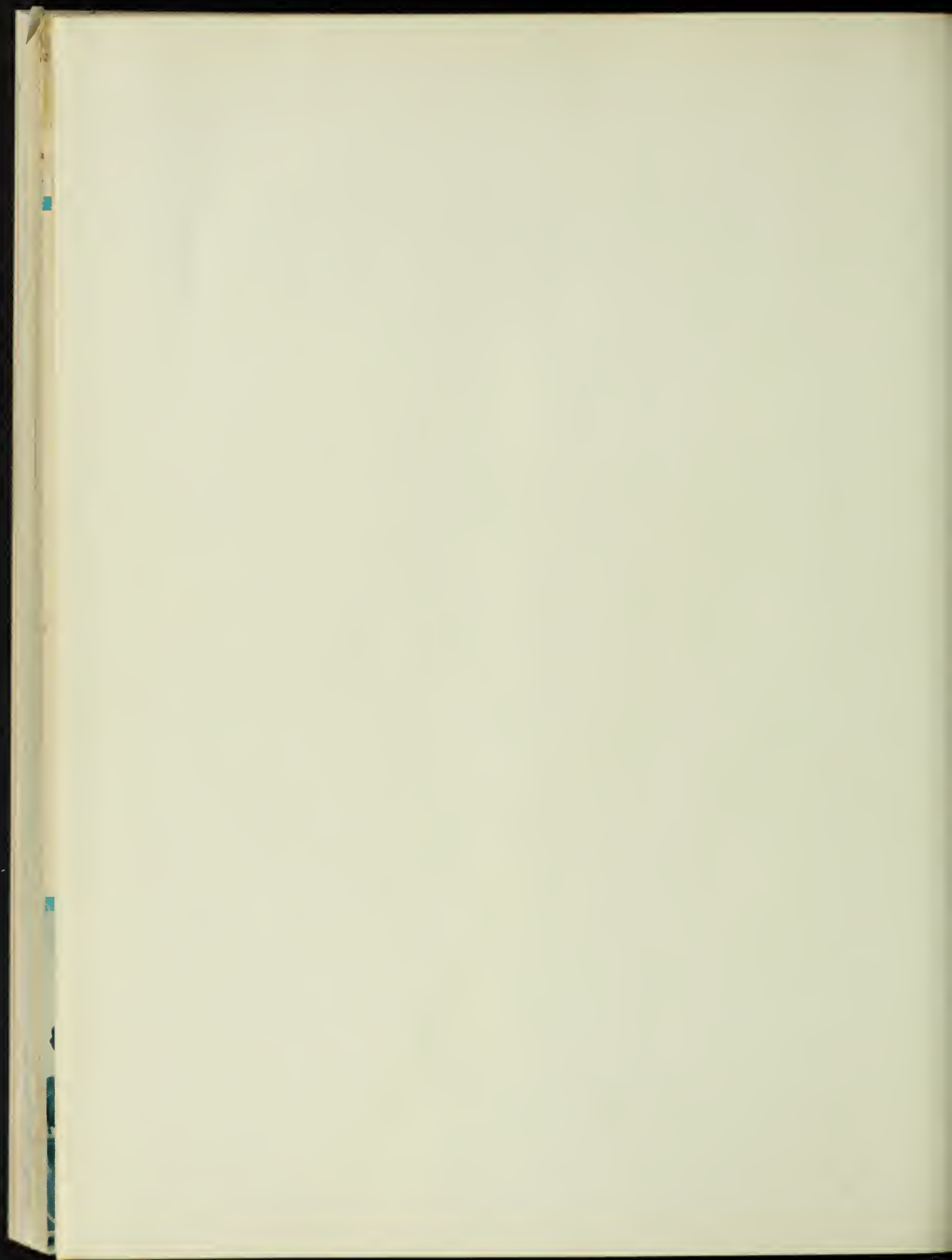
c

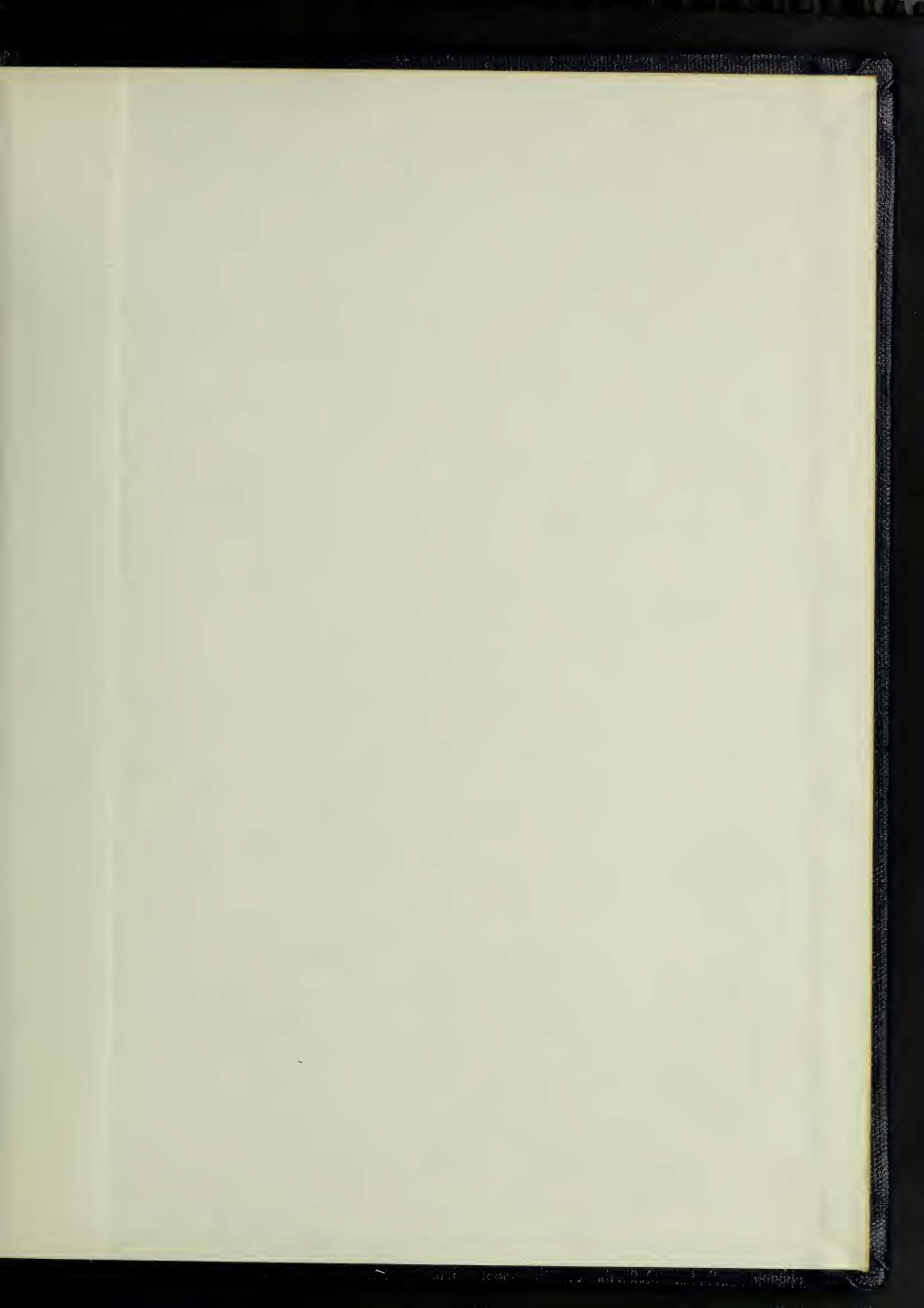
Maj. Gen. Richard L. Bohannon, USAF Surgeon General (I) and Brig. Gen. Benjamin A. Strickland Jr., AFSC Surgeon, display souvenirs of "their interest in the Air Reserve Forces." Maj. Gen. Dolf E. Muehleisen (c) 29th Air Division comdr. presented the scrolls during 29th Air Div. medical seminar at Richards-Gebaur AFB, Mo.

d

Carl Morris reads First AFRR "Certificate of Appreciation" in Braille presented by Brig. Gen. Royal Hatch, Region comdr. Morris, who is blind, was honored for using "ham" radio as a link between Reserve units. Observing is John Mungovan, Massachusetts Div. of Blind.







UNIVERSITY OF ILLINOIS-URBANA



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